The Hong Kong Daily Press.

No. 6050 第六千零五十號 光緒丁丑年三月初六日 HONGKONG, THURSDAY, APRIL 19th, 1877. 禮拜四 英四月十九號 香港 [Price $2½ per Month.

Arrivals.

April 17, Danube, British steamer, 561, A. Clanchy, Bangkok, 9th April, General.—Yuen Fat Hong.

April 18, Djemnah, French steamer, 2,416, Coumpenois, Shanghai 11th April, General.—Messageries Maritimes.

April 18, Anchises, British str., 1,304, C. Butler, Liverpool 28th February, Suez 15th March, Galle 31st, Penang April 7th, and Singapore 11th, General.—Butterfield & Swire.

April 18, Chun-tung, Chinese gunboat, from Canton.

April 18, Sindh, French str., 1,782, Lormier, Marseilles 11th March, Naples 13th, Port Said 17th, Suez 18th, Aden 24th, Colombo 1st April, Galle 3rd, Singapore 11th, and Saigon 15th, Mails and General.—Messageries Maritimes.

April 18, Sunda, British steamer, 1,204, J. Reeves, Yokohama 11th April, Mails and General.—P. & O. S. N. Co.

Clearances.

At the Harbour Master's Office, April 18th.

Washi, British steamer, for Haiphong.
Mary Goodell, American ship, for Iloilo.

Departures.

April 18, Young Siam, Siamese ship, for Bangkok.
April 18, Salvadora, Spanish steamer, for Amoy, &c.
April 18, China, German str., for Ningpo and Shanghai.
April 18, Fei-hoo, Chinese gunboat, for Canton.
April 18, Nautilus, German gunboat, for Nagasaki.

Passengers.

ARRIVED.

Per *Djemnah*, str., from Shanghai:—For Hongkong.—Messrs. M. Nowell, Carcary, Carvalho, Hippisley, and Nelson, and 6 Chinese. For Marseilles.—Mr. and Mrs. Wilson and 2 children, Mr. and Mrs. Imbet and 2 children, Mrs. Bell and 3 children, Messrs. M. Bowle, Jamieson, Blane, J. MacKenzie, Searle, Kirk, and Maldondore.

Per *Danube*, str., from Bangkok:—Rev. Mr. MacDonald and Mr. Bradley, 4 European seamen, and 93 Chinese.

Per *Anchises*, str., from Liverpool, &c.:—Mr. and Mrs. Borsons, child, and 2 native servants, Mr. Fernando, and 420 Chinese from Penang and Singapore.

Per *Sindh*, str., from Marseilles:—*For Hongkong.*—From Marseilles.—Mr. and Mrs. Siegfried, child and servant, Mr. and Mrs. F. N. May, Messrs. Vautzen, Mansfield, Scott, Young, Gepp, Metzenthin, and Turner. From Singapore.—Mr. Brodie and servant. From Saigon.—26 Chinese. *For Yokohama.*—From Marseilles.—Mr. and Mrs. de Geoffroy, 2 children, and 2 servants, Messrs. de Montbreal, de Cry, and Wolff. From Suez.—Mr. John Davidson.

Per *Sunda*, str., from Yokohama.—Mr. H. E. Brown and 3 deck.

TO DEPART.

Per *Washi*, str., for Hoihow, &c.—3 Cabin and 50 Chinese.
Per *Mary Goodell*, for Iloilo.—1 Cabin.

Reports.

The P. & O. steamship *Sunda* reports left Yokohama on 11th April. During the passage experienced mostly winds from the N.N.W.

The French steamship *Djemnah* reports left Shanghai on 11th April, and had light winds all the passage, the last two days thick weather.

The British steamship *Anchises* reports left Liverpool on 28th February, Suez on 15th March, Galle on the 31st, Penang on the 7th, and Singapore on the 11th. Experienced SW weather up the China Sea until reaching the Ladrones at 4 p.m. on the 17th instant.

The French mail steamship *Sindh* reports left Marseilles on 11th March, Naples on the 13th, Port Said on the 17th, Suez on the 18th, Aden on the 24th, Colombo on 1st April, Galle on the 3rd, Singapore on 11th, and Saigon on 15th April, and had light S.E. winds till last day, then N.E. winds and thick weather.

The British steamship *Danube* reports left Bangkok on 9th April. In the Gulf of Siam moderate S. Easterly winds and fair weather; from Pulo Obi to Cape Padaran strong E.N.E. winds and heavy sea; to lat. 21 N., then moderate S.E. winds and fair weather; thence to port strong Northerly winds with rain, thunder, and lightning.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Date.
Cameo	Cardiff	Dec. 29
G. R. Bishop	Cardiff	Jan. [illegible]
Woodhall	Hamburg	Jan. 12
Rosa	Hamburg	Jan. 16
Gryfe	Cardiff	Jan. 18
Batavia	Hamburg	Jan. 18
Hubert Henderson	[illegible]	Jan. [illegible]
Maid Marion	Dartmouth	Feb. [illegible]
Polynesia	Cardiff	Feb. [illegible]
Carrie	Cardiff	Feb. [illegible]
Daphne	London	Feb. [illegible]
Leading Wind	Antwerp	Feb. [illegible]
Bertha	[illegible]	Feb. [illegible]
Theresa Beha	Cardiff	Feb. [illegible]
Matchless	London	Feb. [illegible]
Cactus O.	Cardiff	Feb. [illegible]
F. P. Litchfield	Cardiff	Feb. [illegible]
[illegible]	[illegible]	Feb. [illegible]
Penrith	London	Feb. [illegible]
Osaka	London	Feb. [illegible]
Feronia	Hamburg	Feb. [illegible]
[illegible]	Hamburg	Feb. [illegible]
Gold Hunter	Cardiff	Feb. [illegible]
[illegible]	Liverpool	Feb. [illegible]
Isles of the South	Cardiff	Mar. [illegible]
Brown Brothers	Cardiff	[illegible]
Gleneagles	[illegible]	[illegible]

Auction Sales To-day.

LANE, CRAWFORD & Co.
At 2 P.M.
Japanese Ware.

DENTAL NOTICE.

Dr. STOUT intends visiting Japan shortly, and would be glad if those who wish to consult him professionally would make an appointment for an early date.

Hours for consultation 8 A.M. to 4 P.M.
No. 1, Aberdeen Terrace, Hongkong.
April 5th, 1877. [illegible]

T. ALGAR, HOUSE AND ESTATE AGENT, RENTS COLLECTED.
BROWN JONES & Co., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED, 9, HOLLYWOOD ROAD.
20]

NOTICE.

Mr. J. PENATI, PROFESSOR OF MUSIC, from the Royal Conservatorium of Milan, now residing in Hongkong, is prepared to give LESSONS on the PIANO and SINGING. References can be had at, and Letters may be addressed care of, MESSRS. LANE, CRAWFORD & Co. [3624

Notices of Firms.

NOTICE.

THE Undersigned beg to inform the Public that they are in the SANDAL-WOOD TRADE ONLY, and that they will not hold themselves RESPONSIBLE for any money-transaction entered into or goods purchased by those who are SPECULATING in QUICKSILVER in their shop.

CHEUNG KI CHAN, West Point.
7d 594 Hongkong, 18th April, 1877.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. W. H. BELL in the *Hongkong Daily Press*, and the Business connected therewith CEASED on the 31st December last.

The Business will, in future, be conducted on my own account.

YORICK JONES MURROW, Proprietor, by his Attorneys WM. PUSTAU & Co.
Daily Press Office, Hongkong, 5th April, 1877.

MR. WILHELM CARL ENGELBRECHT VON PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER have been ADMITTED PARTNERS in our FIRM from the First of January, 1877.

WM. PUSTAU & Co.
Hongkong, Canton, and Shanghai, 16th April, 1877. [3m 590

NOTICE.

MR. EDWARD BURNIE will conduct the BUSINESS of my OFFICE, during my temporary absence from the Colony.

E. H. CAIRNS, Surveyor to Local Offices and Lloyds Register of Shipping.
2, Club Chambers, Hongkong, 19th March, 1877. [3m 430

WE have authorized Mr. FRIEDRICH WILHELM HULSE to SIGN our FIRM per procuration.

DIRCKS & Co.
1m 483 Swatow, 26th March, 1877.

NOTICE.

MR. WM. O. ROWLAND is authorized to SIGN our FIRM'S NAME per procuration.

WILLIAMS & Co.
6m 1933 Swatow, December 1st, 1876.

WE have This Day ESTABLISHED a BRANCH of our FIRM at SHANGHAI, under the Management of Mr. ALFRED F. O. KRAUSS, who will SIGN for us by procuration.

CARLOWITZ & Co.
516 Canton-Hongkong, 1st April, 1877.

THE WEST POINT FOUNDRY (LATE THE P. & O. FOUNDRY).

All business in connection with the above to be addressed to

A. JOHNSTON, Manager; or, KWOK ACHEONG, Proprietor.
517 Hongkong, 3rd April, 1877.

MR. LUDWIG PETER MICHELSEN is admitted a PARTNER in our FIRM from the 1st January, 1877.

H. A. PETERSEN & Co.
1m 510 Amoy, March 23rd, 1877.

WE have This Day OPENED a BRANCH of our FIRM at SHANGHAI.

Mr. CARL KREBS has been ADMITTED a PARTNER from this date.

MELCHERS & Co.
1m 565 Hongkong, 12th April, 1877.

VICTORIA DISPENSARY.

ON and after the 15th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.

WM. CRUICKSHANK, Manager.
tf 1887 Hongkong, 21st November, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.......5,000,000 of Dollars.
RESERVE FUND.......500,000 of Dollars.

Court of Directors:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
[illegible]

Chief Manager.
Hongkong—Thomas Jackson, Esq.

Manager.
Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 [illegible] 3
12 [illegible] 5

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, *Chief Manager.*
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 29th March, 1877.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents of the above Company are prepared to accept risks against *Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*
tf 39 Hongkong, 16th November, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1858 Hongkong, 8th October, 1868.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, beg to call SPECIAL ATTENTION of SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE AND ONE-THIRD PER CENT. is allowed. On risks to all ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co., *Agents.*
tf 1623 Hongkong, 1st July, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*
tf 951 Hongkong, 17th April, 1872.

To be Let.

TO LET.

THE HOUSE, No. 8, WEST TERRACE; Gas and Water laid on.

Apply to T. ALGAR, 9, Hollywood Road.
528 Hongkong, 5th April, 1877.

TO LET, OR FOR SALE, AT MACAO.

THE HOUSE, with STABLE and GARDEN, facing the Sea, below the Government Barracks, San Francisco-road, lately in occupation of an English Gentleman. Rent moderate.

Apply to P. B. COLAH, 16, Lyndhurst Terrace.
468 Hongkong, 26th March, 1877.

TO LET.

THE HOUSE No. 3, HOLLYWOOD ROAD. Possession from 1st January, 1877.

Apply to E. R. BELILIOS.
tf 2059 Hongkong, 20th December, 1876.

TO LET. (With Immediate Possession).

A COMMODIOUS BUNGALOW, known as PARSEE VILLA, situated at ROBINSON ROAD, with Out-houses, Flower and Vegetable Gardens attached, and Gas laid on.

Apply to D. NOWROJEE, Hongkong Hotel.
1m 469]

TO LET, *With Immediate Possession,*

HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.

Also,

A First-class GODOWN at Wanchi of about 5,000 tons capacity.

Apply to T. G. LINSTEAD.
1464 Hongkong, 27th September, 1876.

TO LET.

THE THREE HOUSES known as FLETCHER'S BUILDINGS, adjoining the Premises of the Control Department. Each may be occupied as entire Dwellings or in Floors.

Also,

TEN SPACIOUS GODOWNS, connected with the above, fronting the Harbour and Queen's Road.

Apply to SHARP, TOLLER, AND JOHNSON.
10 Hongkong, 2nd January, 1877.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to OLYPHANT & Co.
tf 453 Hongkong, 1st March, 1877.

TO LET.

HOUSES in SEYMOUR TERRACE and PEDDAR'S HILL.

No. 10, ALBANY ROAD, at present occupied by the Rev. R. H. KIDD.

"BISNEE VILLA," POKFOOLUM, Furnished.

Apply to DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 16th March, 1877.

TO LET.

THE UPPER PORTION of Nos. 42 and 44, QUEEN'S ROAD.

The DWELLING HOUSE and OFFICES, No. 1, D'AGUILAR STREET: at present in the occupation of Messrs. DOUGLAS LAPRAIK & Co.; possession from the 1st May next.

Apply to DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 13th April, 1877.

TO LET.

NO. 3, PECHILI TERRACE, ELGIN STREET, with immediate Possession.

Apply to LANE, CRAWFORD & Co.
tf 243 Hongkong, 8th February, 1877.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %.)

GILMAN & Co., *Agents.*
tf 1063 Hongkong, 7th July, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*
1335 Hongkong, 4th October, 1876.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

NOTICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE COMPANY.

The BUSINESS of this COMPANY has This Day been TRANSFERRED to THE MARINE INSURANCE COMPANY, of 20, Old Broad Street, London.

By Order of the Proprietors,
WILLIAM HUNT, Secretary.
137, Leadenhall Street, London, 1st January, 1877.

THE MARINE INSURANCE COMPANY. ESTABLISHED 1836.

CAPITAL.......£1,000,000 Sterling.
RESERVE FUND.......£340,000 Sterling.

With reference to the foregoing advertisement, THE MARINE INSURANCE COMPANY has This Day taken over the Business of the LONDON AND ORIENTAL STEAM TRANSIT COMPANY, and has appointed Mr. A. McIVER as its AGENT at HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE, Manager.
29, Old Broad Street, London, 1st January, 1877.

THE Undersigned, is prepared to ACCEPT RISKS and ISSUE POLICIES on behalf of the MARINE INSURANCE COMPANY by any First-class Steamer.

A. McIVER, Agent of the Marine Insurance Company of London.
288 Hongkong, 16th February, 1877.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

Auctions.

PUBLIC AUCTION.

JAPANESE WARE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, in their Sale Room, Praya Central,

THIS DAY,

the 19th April, 1877, at 2 o'clock P.M.—

An Invoice of HANDSOME INLAID IVORY CABINETS and BOXES, IVORY and WOOD CARVINGS, FANCY SHAPED TRAYS, GLOVE and HANDKERCHIEF BOXES, FISHING RODS, DAGGERS, &c., &c., &c.

Also,

An Assortment of SOAPSTONE ORNAMENTS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

591 Hongkong, 17th April, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 20th April, 1877, at 2 o'clock P.M., at No. 34, Hollywood Road (under Writ of Execution),—

Sundry HOUSEHOLD FURNITURE, comprising DRAWING, DINING, and BEDROOM SUITES, PIER GLASS, BRUSSELS CARPETS, CHANDELIERS, HEARTHRUGS, ENGRAVINGS, DINNER, DESSERT, and BREAKFAST SETS, GLASS and PLATED WARE, VASES, &c., and One PIANO.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.
605 Hongkong, 19th April, 1877.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL, MOSTLY FRENCH AND ENGLISH-MADE, HOUSEHOLD FURNITURE, ENGRAVINGS, OIL PAINTINGS, GLASSWARE, CROCKERY, AND PLATED WARE, &c., &c., &c.

THE Undersigned has received instructions from ADAM SIENKIEWICZ, Esq., French Consul, to Sell by Public Auction, on

MONDAY,

the 23rd day of April, 1877, at 2 o'clock P.M., at his Residence, Robinson Road,—

The whole of his ELEGANT and SUBSTANTIAL HOUSEHOLD FURNITURE, &c., comprising:—

THREE FRENCH-MADE PEARWOOD DRAWING-ROOM SUITES, covered with DAMASCUS and FRENCH SILKS.

FRENCH-MADE PEARWOOD MARBLE-TOP CHEFFONIER, TABLE, and CARD TABLE.

BLACKWOOD MARBLE-TOP CARVED TABLES.

OLD ITALIAN CARVED FRAMED LOOKING GLASSES.

GILT FRAMED PIER GLASSES, ENGRAVINGS, DRAWINGS, OIL PAINTINGS, MODERATOR LAMPS, STATUETTES.

PERSIAN CARPETS.

TURKISH TABLE COVERS.

PALESANDER WOOD WRITING TABLE, ENGLISH-MADE MAHOGANY TABLE, and DESK CHAIR.

FRENCH-MADE ROSEWOOD INLAID BOOKCASE, WORK TABLE, and SET of DRAWERS, LOUIS XVI.

FRENCH-MADE BEDROOM SUITE, covered with SILK, LOUIS XVI.

TEAKWOOD EXTENSION DINING TABLE, MAHOGANY SIDEBOARD, ARM CHAIRS, TEAK WHATNOTS, DINNER, DESSERT, and BREAKFAST SETS, GLASS and PLATED WARE, &c.

IRON BEDSTEADS and SPRING MATTRESSES.

PALESANDER WOOD WARDROBE, with PLATE GLASS DOOR, DOUBLE-WING LADY'S WARDROBE.

ENGLISH-MADE BEDROOM CHAIRS, DRESSING TABLE, WASHSTANDS.

WINES.

A LARGE SELECTION of FLOWERING PLANTS.

&c., &c., &c.

Catalogues will be issued, and the whole to be on view on and after SATURDAY, the 21st instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
570 Hongkong, 12th April, 1877.

PUBLIC AUCTION.

HANDSOME ENGLISH AND VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASSWARE, PLATED WARE, &c., &c., &c.

THE Undersigned has received instructions from F. PEIL, Esq., to Sell by Public Auction (previous to his departure for Shanghai), on

FRIDAY,

the 27th day of April, 1877, at 2 o'clock P.M., at his Residence, No. 1, Praya East,—

The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, &c., comprising:—

English-made SUITE of FURNITURE, covered with GREEN DAMASK.

VENETIAN INLAID BLACKWOOD TABLE and CHAIRS, BLACKWOOD CARVED SIDE TABLES, CARPET, HEARTHRUGS, REP WINDOW CURTAINS, &c., &c.

RICHLY CARVED OAK SIDEBOARD, RICHLY CARVED OAK-FRAMED PIER GLASS and FLOWER STANDS, DINING TABLE, BUFFET, WHATNOTS, and DINNER TRAYS.

OIL PAINTINGS, OIL CLOTH, and CLOCKS.

DINNER and DESSERT SETS, GLASSWARE, PLATED WARE, &c., &c.

LIBRARY OAK BOOKCASE and DESKS, INLAID BLACKWOOD LADY'S DESK, TABLES, CHAIRS, EASY CHAIRS, and CHESS TABLE.

BRASS BEDSTEADS, ENGLISH-MADE MAHOGANY MARBLE-TOP DRESSING TABLE and WASHSTAND, WARDROBE, with PLATE GLASS DOOR, CHEVAL GLASS, &c.

GASALIERS, GAS BRACKETS, STAIR CARPET, with BRASS STAIR RODS, MARBLE-TOP TABLES, BRONZE STATUETTES, &c.

OFFICE FURNITURE, comprising:—DESKS, CHAIRS, PAPER PRESS, COPYING PRESS, FIRE PROOF SAFE, &c., &c.

One HOUSE BOAT and One SKIFF.

After which, at the Godown,—

10 Tons ARTIFICIAL MANURE.

1 SAW MILL, by FORREST and BARR, Engineers, Glasgow.

Also,

1 TURNING LATH and various MACHINERY.

And

At the Yard of Messrs. INGLIS & Co.,—

One 12-H.P. TWIN SCREW ENGINE.

Catalogues will be issued, and the whole to be on view on and after THURSDAY, the 26th instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
569 Hongkong, 11th April, 1877.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya Central,

TO-MORROW,

the 20th April, 1877, at Noon,—

MORTON'S OILMAN'S STORES, PICKLES, SALAD OIL, MUSTARD, VINEGAR, JAM, RAISINS, TART FRUITS, OATMEAL, Yarmouth BLOATERS, CHEESE, TABLE SALT, &c., &c., &c.

IVORY and BONE-HANDLED TABLE CUTLERY.

ELECTRO-PLATED TEA SETS, INKSTANDS, DATE CARDS, ACCOUNT BOOKS, ENVELOPES, WRITING INK, MOSQUITO NETS, COTTON SOCKS.

Also,

A LIGHT TWO-OARED ROWING BOAT, 20 feet long, with OARS, MAST, SAILS, &c.

A CANOE, with PADDLE, SAIL, &c., complete.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

595 Hongkong, 18th April, 1877.

FOR SALE.

ERNEST IRROY & Co.'s CELEBRATED DRY CHAMPAGNE, CARTE BLANCHE, in Quarts and Pints.

Apply to SANDER & Co., Sole Agents for Hongkong and China.
1m 443 Hongkong, 21st March, 1877.

FOR SALE, OR TO LET.

EIGHT GRANITE GODOWNS, Nos. 60, 61, 62, and 63, and A 60, 61, 62, and 63, registered in the Land Office as Nos. 124, 197, PRAYA EAST.

Apply to TANG LOK, On the right hand side of the Man-Mo Temple.
4w 518 Hongkong, 3rd April, 1877.

MACEWEN, FRICKEL & Co. have for Sale—

BASS & Co.'s PALE ALE, Pints and Quarts.
GUINNESS'S STOUT, Pints and Quarts.
HENNESSY'S BRANDY, One, Two, and Three Stars, in Cases.
ROUYER, GUILLET & Co.'s BRANDY, in Cases.
SWAIN BOORD'S OLD TOM.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
HUNT'S PORT WINE.
SACCONE SHERRY.
POMMERY & GRENO'S DRY CHAMPAGNE.
HEIDSIECK'S MONOPOLE CHAMPAGNE.

AMERICAN RUBBER GOODS:—
WHITE RUBBER SHEETING.
LADIES' ZEPHYR WATERPROOFS, weighing 14 Ounces.
GENTLEMEN'S WATERPROOF COATS and LEGGINGS.
GENTLEMEN'S HIP-BOOTS.
CHAIR CUSHIONS, INFLATING.
HOSPITAL CUSHIONS, INFLATING.
SARATOGA TRUNKS, in GREAT VARIETY.
TRAVELLING BAGS.
CANE-BACK OAK CHAIRS.
OAK DINING CHAIRS.
AMERICAN SATIN GLOSS STARCH.
BROWN and POLSON'S CORN FLOUR.
SCOTCH OATMEAL.
PRIME MESS BEEF, in Tierces and Barrels.
PRIME MESS PORK, in Barrels.

14 Hongkong, 16th April, 1877.

FOR SALE.

A MARINE ENGINE, of 20 HORSE-POWER NOMINAL, High and Low Pressure, with Extra Surface Condensers and Tubular Boiler. Consumption 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs. MATTHEW, PAUL & Co., Dumbarton, and is now deposited in the Godown of the late Firm of RUSSELL and STURGIS, Manila.

Particulars may be obtained on application to

MORRIS & RAY.
497 Hongkong, 31st March, 1877.

FOR SALE.

THE IRON SCREW STEAMER "ALBAY."

The above steamer was built in Glasgow in 1872, by Messrs. DOBBIE & Co., under special survey of Lloyds', and her machinery and boiler were made by Messrs. JAMES HOWDEN & Co. under special inspection. She was constructed to carry a large cargo on a light draft of water, and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when new sails, rigging, and a complete outfit were supplied by the Hongkong and Whampoa Dock Company, and in March of the present year her engines and boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet, Beam 26 feet 3 inches; Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches; Height from Main Deck to under side of Awning Deck, 7 feet 4½ inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100A at Lloyds'.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet.)

DRAFT.—Light 9 feet; Loaded 12½ feet.

SPEED.—Eight Knots on consumption of 8½ to 9 tons of Coals per 24 Hours.

BUNKER CAPACITY.—75 tons Coals.

CABIN.—Under Awning Deck aft; saloon, pantry, and five state rooms, with accommodation for 12 first class passengers.

MACHINERY.

ENGINE.—A pair of Howden's Patent High and Low Pressure Engines of 90 Horse-power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer steel of 4 blades, with one spare set of blades.

WINCH.—One Steam Winch, with Donkey Boiler on deck.

BOILER.—One horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.
498 Hongkong, 31st March, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSSEN & Co.
tf 941 Hongkong, 21st June, 1876.

FOR SALE.

A VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted with Governor, and complete in all its parts.

Apply to A. MILLAR & Co.
1708 Hongkong, 28th October, 1876.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)

SOLE AGENT FOR CHINA.

F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.......$1.50
Neatly Bound.......$2.00

Apply at the *Daily Press* Office.

Intimations.

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held at the CLUB HOUSE THIS DAY, the 19th instant, at HALF-PAST FOUR o'Clock in the Afternoon.

By Order,
EDWARD BEART, Secretary.
569 Hongkong, 19th April, 1877.

NORTH CHINA INSURANCE COMPANY, 1875-1877.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of ONE HUNDRED TAELS (Tls. 100) per Share, sanctioned at the General Meeting of Shareholders held on the 9th instant, will be PAYABLE at the HONGKONG AND SHANGHAI BANK on and after FRIDAY, 13th April, 1877.

Warrants for the Return on Premia for the year 1876 will be issued shortly on completion of the adjustment of the Contributory Accounts.

By Order of the Court of Directors,
HERBERT S. MORRIS, Secretary.
7d 602 Shanghai, 10th April, 1877.

NOTICE.

MR. HENRY L. DENNYS will act as SECRETARY, LIBRARIAN, and CURATOR of the CITY HALL from and after the 11th instant.

By Order of the Committee,
N. B. DENNYS, Secretary.
2w 555 Hongkong, 10th April, 1877.

QUICK DISPATCH.

THE British Steamship *State of Louisiana*, Johnston, Master, of 1,216 Tons Register, came to the Wharf of WILLIAMS & Co. on SATURDAY, 17th instant, with 18,000 packages of Merchandise, General Cargo, which was discharged into their Godowns in FOURTEEN (14) WORKING HOURS.

It is now ascertained beyond doubt, that large as well as small steamers can be dispatched at the Wharf with facility.

WM. O. ROWLAND, Manager.
1m 449 Swatow, March 19th, 1877.

ORIENTAL HOTEL, WELLINGTON STREET, HONGKONG.

STOCKHAUSEN AND ROSE, PROPRIETORS.

TIFFIN at ONE. DINNER at SEVEN.

Wines, Spirits, &c., of the Best Quality only. English, French, and German Spoken.

BILLIARD ROOMS—BOWLING ALLEYS.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse.

1y 1145 July 20

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., Agents, Royal Insurance Company.
1780 Hongkong, 27th March, 1876.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1876.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co., *Agents.*
48 Hongkong, 8th January, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 895

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*
1 Hongkong, 1st January, 1874.

Intimations.

FOR SHANGHAI AND NEWCHWANG.

THE Steamship "YANGTSZE," E. Schultze, Master, will be despatched for the above Ports TO-MORROW, the 20th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSSEN & Co.
598 Hongkong, 19th April, 1877.

FOR SINGAPORE AND PENANG.

THE Steamship "GADSHILL," Captain Banton, will leave for the above Ports on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
599 Hongkong, 19th April, 1877.

FOR BANGKOK.

THE Steamship "DANUBE," A. Clanchy, Commander, will be despatched for the above Port on THURSDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.
600 Hongkong, 19th April, 1877.

FOR SALE.

A PONY, TRAP, and HARNESS, COMPLETE.

Apply to WILLIAMS AND KENNEDY, The Horse Repository.
tf 601 Hongkong, 19th April, 1877.

FOR SALE.

SEVEN CHINESE HOUSES, situated on QUEEN'S ROAD EAST.

A GATLING GUN, in splendid working order.

For Particulars, apply to J. M. ARMSTRONG.
593 Hongkong, 18th April, 1877.

C. L. THEVENIN, WINE AND SPIRIT MERCHANT, AND IMPORTER OF FRENCH GOODS, 44, QUEEN'S ROAD, HONGKONG.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

The Steamer "POWAN" will CEASE, for a SHORT TIME, to run as a NIGHT BOAT to and from CANTON, on and after MONDAY, the 16th instant, in order to have her new Machinery fitted. Notice will be given when she is ready to be again placed on the line.

By Order,
P. A. DA COSTA, Secretary.
556 Hongkong, 11th April, 1877.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, Begs to inform his Friends that he intends being ABSENT from Hongkong for Six or Eight Weeks, leaving early in April.

227 Hongkong, March 13th, 1877.

NOTICE.

GEO. SMITH AND COMPANY, WINE, SPIRIT, & BEER MERCHANTS, SHANGHAI.

We have appointed Messrs. NORTON & Co., DUDDELL STREET, QUEEN'S ROAD, our AGENTS in HONGKONG, from whom Supplies of our Wines, &c., may be obtained.

Price Lists on application.

GEO. SMITH & Co.

Agents at
AMOY.......ARTHUR CORNER, Esq.
FOOCHOW......Messrs. NEWMAN & Co.
CANTON.......Messrs. GEPP & Co.
YOKOHAMA...ALEX. W. GLENNIE, Esq.

3m 359 Shanghai, 21st February, 1877.

EDUCATION.

ST. JOSEPH'S ENGLISH SCHOOL, HONGKONG.

Conducted by the BROTHERS of the CHRISTIAN SCHOOLS, under the Patronage of Right Rev. Dr. J. T. RAIMONDI, D.D., Bishop of Acantho and Vicar Apostolic of Hongkong.

The course of Studies comprises English, Mathematics, Portuguese, French, and Chinese. The distinctive feature of this School is the care given to Commercial Education.

Applications for admission should be addressed to the Director,

BROTHER HIDULPH, 9, Caine Road, Hongkong.

The Terms are:—
FIRST CLASS BOARDERS, per month....... $20.
SECOND CLASS BOARDERS, per month...... $15.

Prospectus on Application.

3m 317 Hongkong, 26th February, 1877.

Notices to Consignees.

STEAMSHIP *SINDH*.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship *INDUS*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 o'clock TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 26th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

E. DU POUEY, Agent.
606 Hongkong, 19th April, 1877.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S SS. *ANCHISES*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 25th inst. for shipment per steamer *DEUCALION*.

BUTTERFIELD & SWIRE, Agents.
6d 608 Hongkong, 18th April, 1877.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *ANCHISES* are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th April, 1877.

Goods undelivered after the 25th April, 1877, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
604 Hongkong, 18th April, 1877.

FROM LONDON AND SINGAPORE.

THE Steamship *Glencairn* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 3 P.M. TO-DAY.

Goods remaining undelivered after the 19th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
575 Hongkong, 12th April, 1877.

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY FOR 1877,

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE IN EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
THE DIRECTORY FOR TIENTSIN.
THE DIRECTORY FOR NEWCHWANG.
THE DIRECTORY FOR PEKING.
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THE DIRECTORY FOR SAIGON.
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THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a

PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF
SHANGHAI;

Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;

Also of the various HOUSE FLAGS (Designed expressly for the Work); and

MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO..........Mr. L. A. de Graça.
SWATOW.........Messrs. Campbell & Co.
AMOY...........Messrs. Wilson, Nicholls & Co.
FORMOSA........Messrs. Wilson, Nicholls & Co.
FOOCHOW........Messrs. Hedge & Co.
NINGPO.........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.......Messrs. Hall & Holtz.
SHANGHAI.......Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.......The C. and J. Trading Co.
HIOGO, OSAKA...The C. and J. Trading Co.
YOKOHAMA.......Messrs. Lane, Crawford & Co.
YOKOHAMA.......Mr. C. D. Moss, *Japan Gazette.*
MANILA.........Messrs. J. de Loyzaga & Co.
SAIGON.........Mr. J. H. Bloom, *Independant.*
SINGAPORE......Messrs. Liddelow and Martin.
BANGKOK........Messrs. Malherbe, Jullien & Co.
LONDON.........Mr. F. Algar, Clement's Lane.
LONDON.........Mr. Geo. Street, 30, Cornhill.
LONDON.........Messrs. Bates, Hendy & Co.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or,

827 HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, APRIL 19TH, 1877.

THE report of the China Merchants' Steam Navigation Company, a translation of which will be found elsewhere, is well worth perusal. The general views and aims of the Company are pretty well understood by foreigners, but in this report they are stated without disguise. From a financial point of view the Company at present can hardly be called a success, however steadily it may be progressing in the work it was designed to accomplish. Although a deficit of more than thirty-five thousand taels is shown in the report, a dividend of five per cent is declared. It is noticeable, also, that nothing is written off for depreciation of stock, a grave omission and one that should not be persevered in, if the managers of the Company wish to make known its true position to the shareholders and the public. The directors strongly defend the purchase by the Company of the plant and property of the Shanghai Steam Navigation Company, on the ground that they not only had not a sufficient number of steamers for the tribute grain transport service, but they had not good wharfage accommodation. They are sanguine concerning their prospects for the future, and dilate upon the advantages they possess over foreigners. With regard to their coal supply, they announce that mines have been opened at Tamsui, Formosa, and Wusueh, in Hupeh, while proposals have been made to open a mine specially for the Company at Kwoi-chi in South Anhwei, and LI HUNG-CHANG has given permission to Mr. TONG KING-SING to work a mine in Laun-chan, in Chihli. There is, therefore, a good supply of fuel ensured for the Company's steamers at lower rates, no doubt, than foreigners will be able to purchase it. It is curious to note how Chinese prejudices melt away under the pressure of self-interest. They have acquired steamers of their own, and having to compete with foreign companies, they find the expedience of unlocking some of their hoarded mineral treasures. What no persuasion or argument could have induced them to do, necessity—that stern master—has taught them the wisdom of undertaking. There is not, however, much ground for satisfaction among foreigners in this species of progress. The China Merchants' Company is—no matter what may said to the contrary—nothing more nor less than a mandarin monopoly formed and fostered by the Government for political purposes. It is hoped that through its agency the carriage of the tribute rice will be retained in the hands of the Chinese, and that in process of time the whole of the coast carrying trade will likewise be secured by the Company. It must be borne in mind that the Company mainly consists of officials, and that any Chinese merchants venturing to form a really *bonâ fide* mercantile steamship company would be strongly discountenanced. The enterprise has not been started from any liking for steam communication, but from the strong desire felt by the Peking Government to get the trade into native hands. Unable otherwise to compete with foreigners, the Chinese have been compelled to buy steamers, and now they are anxious to secure the monopoly of the carrying trade. Hitherto, in spite of many advantages which their Government has been able to extend to them they have failed to make their venture remunerative. It remains to be seen, now they have bought up a formidable rival company, and have thus gained further facilities over other foreign competitors, whether they will succeed in making the Company a good dividend paying one. Unless it is better managed than it has been hitherto, the chances are against such a result.

The P. and O. steamer *Zambesi*, with the next outward English mail, left Singapore for Hongkong on the morning of the 17th instant.

The Agents (Messrs. Butterfield and Swire) inform us that the steamer *Deucalion* will leave Singapore for this port to-morrow, the 20th instant.

The *N. C. Daily News* states that a proclamation has been posted at Wuhu, expressing the strongest satisfaction at the advent of foreigners to the port.

Bishop Burdon begs to acknowledge with thanks the following additional subscriptions to the North China Famine Fund received within the last few days:—Major Emerson, $1; Zetland Lodge of Freemasons, $103; and Rev. R. Lechler, $20.

At the Marine Magistrates' Court yesterday, Inspector Cameron charged Chun Amow, a seaman on board the salt junk *On Hop Li*, with neglecting to report the arrival of his junk on the 17th inst.—The Inspector said the vessel came in at 4 p.m. on the 16th inst. He boarded her and she could produce no papers and the defendant said the master had gone on shore to get them. He had since found that the master had gone to Macao and the defendant is in temporary charge.—The defendant was fined $5, or ten days' imprisonment.

We take the following items from the *London and China Express* of the 9th ult.:—

The late treaty with the Nine States, and Sir William Jervois's departure to Australia have been subjects of comment.

Her Majesty's gunboat *Ringdove*, Commander U. C. Singleton, from the coast of China, left Malta on the 1st inst. for England to be paid off.

At the next meeting of the Geographical Society, on the 12th inst., Sir Rutherford Alcock, President, in the chair, two papers will be read on Formosa, by Herbert J. Allen, Esq., and T. L. Bullock, Esq., of the Consular Service.

The amount of bullion per P. and O. steamer *Indus*, from Southampton on the 8th instant, was:—In gold, to Galle, £940; in silver to Penang, £38,700; to Singapore, £22,393; to Hongkong, £16,193; to Shanghai, £48,810. Total in silver, £126,096.

The Civil Service Estimates for China, are given. The new Order in Council for the Supreme Court of China and Japan will be issued shortly. The Chinese Envoys and Dr. Macartney have been present at a diplomatic dinner at the Foreign-office. Sir Douglas Forsyth has lectured on trade between China and India.

The officers and men of the little *Sheldrake* may be proud of the position she held at the recent award of testimonials by the Royal Humane Society, for no fewer than three fell to the lot of this small craft. The recipients were Sub.-Lieutenant Lingham, now in the *Audacious*, and an A.B. named D. J. Shay, for an act of gallantry in saving life in September last; and Mr. Melrose, engineer, for a similar act the following month.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 11 to 11½; Chartered Bank of India, 19½ to 20½; Chartered Mercantile Bank, 28½ to 29½; Comptoir D'Escompte, f.675; Hongkong and Shanghai Bank, 32 to 34; Oriental Bank, 44 to 45; P. and O. Company, 38 to 40; Messageries Maritimes, f.638½; Suez Canal, f.638½; Japan Loan 9 per cent., 105 to 108; ditto, 7 per cent., 102 to 104.

There is, we believe, some probability of the movements of troops ordered to be carried out by the *Himalaya* being modified. It had been arranged that she should return from Hongkong with Artillery, making the passage by way of the Suez Canal. But a wish has been expressed that the 32nd Regiment should be brought home as early as possible, and it is therefore likely that the *Himalaya* will move a portion of the 80th to East London to relieve the 32nd, with which she will then return to England.

LOSS OF THE BRITISH BARQUE "SERPENT."

We (*N. C. Daily News*) regret to hear of the loss of the British barque *Serpent*, on the Shalutein bank, near Taku. The *Serpent* left Taku on Friday, the 6th instant, with a cargo of ice for Nagasaki. The same evening a heavy gale came on from the E.N.E., and at 3 a.m. on Sunday the 8th inst. she struck on the bank about 12 miles from the Taku outer anchorage. As she was bumping very heavily and making a good deal of water, the crew abandoned her and arrived safely at Taku on Sunday morning in the boats. On the 8th inst. Captain Abel went back in the tug *Pathfinder* to the wreck, but had not returned when the *Sin Nanzing* left, on the evening of the 8th inst. It is feared she will become a total wreck. The *Serpent* was owned by Mr. C. F. Adams of Nagasaki.

SUPREME COURT.
April 18th.

IN SUMMARY JURISDICTION.

BEFORE THE HON. CHIEF JUSTICE SIR JOHN SMALE.

A STEWARD'S CLAIM.

WONG AWAI v. HUNTER, $296.92.—Mr. Wotton appeared for the plaintiff, and Mr. Dennys for the defendant. The claim was for wages, &c. against the captain of the *Washi*.

Mr. Wotton said this was an action to recover $208.66 for wages, and an addition for wearing apparel and a few other things detained, making together $296.92. A set-off had been put in to the amount of $162.50, which was stated by the plaintiff to have been settled in an account settled on the 5th April. The account for wages began on the 17th March, 1876, and ended on the 27th January, 1877, being ten months and twelve days at $20 per month. The facts of the case, if found to be as the plaintiff stated, were somewhat extraordinary. On the 27th January, 1877, the captain forbade plaintiff to perform the duties he had been performing as steward. On the 13th February while the ship was at Haiphong, the plaintiff left her, in consequence of very bad treatment he had received from the captain, who had on many occasions assaulted him, beat him, and confined him in the store-room for some hours. On the 3rd of this month the vessel arrived in Hongkong, and on the following day the plaintiff went on the ship and presented a bill for certain articles provided for the officers' mess, and asked defendant to pay it. Defendant immediately took hold of the bill, tore it in pieces, and struck the plaintiff several times on the face and head, and afterwards tied him up by the queue to the rigging of the vessel as a deserter. The police were signalled for, but as they did not arrive the captain took the plaintiff and put him down in the store-room, where he locked him up. He was afterwards conveyed to the police shop and then taken before the marine magistrate, who discharged him. The case came before the marine magistrate on the 5th April, and in consequence of something that passed then the account which had been presented to the defendant on the 3rd was paid, and the amount now claimed as a set-off was then settled. If, as contended by the defendant, there was a claim due by the plaintiff, it was very singular it had never been brought forward until the last moment.

His Lordship suggested that Captain Thomsett should be present with the record of the case as heard before him, which might clear up the question of desertion.

Mr. Wotton said if necessary he would apply for a subpœna for Captain Thomsett.

His Lordship sent a request to Capt. Thomsett to come up to court.

Plaintiff was then called and said—I am a ship's steward. I was engaged on the steamer *Washi*, which vessel I joined in 1875 as the captain's servant. I then received $8 a month. I became chief steward on the 17th March, 1876, and received $20 a month, besides providing the officers' mess at $30 per head per month. I have received not one cash for wages since the 17th March, 1876, until the present time. I received $75 on account, but it was deducted afterwards from the mess account. I received the $75 in the 5th, 6th, 7th, and 8th moons of last year. The amounts are entered in my book which I left in my box on board the vessel. The box was locked when I left it. I received $20 on two occasions, $30 on another, and $5 on another. That amount was put to the mess account when it was settled after we were at the Harbour Office. I employed a Chinaman surnamed Wai to make out that account and it was left at the Kwong Hing shop. In that account the $75 is placed to another credit and not to the credit of wages.

At this stage of the case Captain Thomsett arrived. In reply to Mr. Wotton, he said—Plaintiff was brought before me on the 5th inst. in charge of the police as a deserter from the *Washi*. I discharged him from custody and no sentence was passed. Nothing about wages was brought to my notice, and nothing was said about plaintiff's clothes. In his defence he said the captain had beaten him. I don't recollect whether he said he had been beaten more than once, but the impression on my mind was that the beating was so slight it was of very little consequence. I don't think he made any complaint of being tied up by the queue. I don't remember his pointing out any mark on his face. It was a simple case of desertion, and the whole thing did not occupy five minutes. His defence was that he had been beaten; he did not deny the desertion. I discharged him because the act of Parliament provides that as a deserter he would forfeit all his wages and effects, and I thought that would meet the case. I had that in my mind. I did not know in the least what was due to him but I knew that whatever he had would be forfeited.

By Mr. Dennys—The man admitted the desertion, and I believe I did not consider it necessary to refer to the log. The man said the captain used to beat him. I asked the captain about it, and he said he used to give him a cuff on the head occasionally. I did not think fit to punish the man by putting him in prison as I knew there was a penalty under the act which would follow of course.

His Lordship asked if this would not resolve itself into a simple case of desertion or non-desertion.

Both Mr. Wotton and Mr. Dennys assented to this.

Plaintiff's examination was then proceeded with. He said—On the 4th April I made up an account, in which that $75 was entered, and gave it to defendant on board ship. He tore it up and threw it overboard. I was going down the side ladder after this and the captain pulled me back, kicked me, struck me in the face, and locked me up. He had struck me before. On the 25th January he struck me with his open hand and kicked me in the side. I was then locked up. I was put in a place only about two feet high. I was kept there for two or three hours. When I was let out I walked as far as the pantry and then fell down in a faint. Nothing was read to me from a book, and I was not told I was entered in the log-book for misconduct. We were leaving Singapore at this time for Saigon. We stayed at Saigon two or three days, but I did not go on shore nor ask for leave to do so. From Saigon we went to the new port in Annam. During this time I was not allowed to go into the cabin, but defendant found fault with me for something left on the washstand and beat me with his open hand and kicked me. From that port we went to Haiphong. Between these ports defendant on one occasion found fault with me, and struck me on the head, causing me to fall with my head on the hatches, and kicked me on the thigh, bruising me and giving me a black eye. This was four days before we reached Haiphong. Defendant took away my bed and blanket and would allow me to sleep nowhere but on the main deck. During the afternoon I received a letter from a friend advising me to get a doctor to attend to my bruise. I went ashore and went to make a report to the French Consul. My eye was still black and I had pain about the side and hip. The consul was not in and I did not see him until ten days afterwards. My friend paid over a hundred dollars for me to the doctor, and also paid my passage to Hongkong. I went ashore to get cured and the vessel left twelve days afterwards. When I left the vessel it was my intention to go back, but people advised me not to do so.

The Captain here produced a number of accounts, for which he had gone to the vessel. They showed that the $75 had not been credited to mess account, as stated by the plaintiff.

Plaintiff, examined on the accounts, said they were settled after he had been before the Harbour Master, but they were not signed with his consent. He was indebted to Ayow, of the Wing Hing, in the sum of $300, and he transferred the account to him. He ought to have received on the accounts over $500, but only received $260, and the captain told him the $75 had been deducted. He did not receive the money in cash for which the receipts were given. Plaintiff was then examined on the set-off claimed for money advanced and acknowledged receiving the sums named in it.

By Mr. Dennys—The captain had been in the habit of ill-treating him, but not during the whole time he had been on the ship. The 29th January was the first occasion. Up to this time he had treated him very well, and he (plaintiff) had a signed three separate sets of articles. He knew the opium farmer at Haiphong and was good friends with him. He knew there was a French consul there, a French harbour-master, and a French man-of-war always stationed at Haiphong. There was also a French custom house officer who came on board the *Washi*. He made no complaint to any of these people. He told the captain he was going ashore to have his bruise cured. It was seven o'clock when he went ashore. He did not ask the captain for leave because he was not there, and he did not get leave from anyone. The chief mate would not speak to him. He dare not go near him because if he did he was sure to give him a slap. He was not anxious to see the opium farmer. He was only anxious to get on ashore to get his bruise cured. When he left the vessel he left all his books of account. He had made up the accounts rendered to the captain for provisions from a memo. he took away with him when he left the vessel at Haiphong, although he intended to return. He also had a memo. of the tinned provisions, &c., he left on the vessel and also took that with him when he went ashore. His bedding was not taken away. It was in the bath-room, and the chief officer would not let him go down there. When he was struck on the cheek, and the bruise made the captain had been drinking. Witness called out "save life." The Chinese servants came, but no one else. When he was locked up the chief mate came. The captain was only drunk on that one occasion.

Re-examined by Mr. Wotton—He did see the French Consul at the Haiphong and made complaints to him. He was afraid to go back to the ship for fear of his life.

By His Lordship—The cook for the Chinese and an assistant cook left the ship with him. The chief mate was on board asleep, and they went without his knowledge. The second mate was on deck. He at that time intended to return and had no fear of doing so. The first cook advised him not to return. He did not go back for his things because the captain had given orders to the chief mate to lock him up if he went on board. The cook told him this.

Mr. Wotton said he had another witness to substantiate plaintiff's statement as to the treatment he had received; and another as to the accounts, but they were not here at present, and he asked that the case should not be decided until they could be examined.

Mr. Dennys asked for a nonsuit on plaintiff's own evidence. Plaintiff, he said, was on the ship from October, 1875, to January, 1877. Plaintiff's story was that he was kindly treated up to that time, but that then the captain hit him and kicked him. This happened some days before he got to Haiphong. He went ashore in the evening without leave or application for leave, intending to return to the vessel and he said that he was not afraid in the least to return. He would ask his Lordship to put against that what he said in another part of his evidence, that he was afraid of his life if he returned, and took with him memoranda of all accounts due to him from the captain. Was it possible if Mr. Wotton brought fifty witnesses that plaintiff could win his case? Supposing he had received much worse treatment than he said he had he would not have been justified in leaving in the way he had done.

His Lordship said he might agree with Mr. Dennys, but the case had been brought on to-day at defendant's request, before its due time, and it was arranged that plaintiff should have the option of calling witnesses who were now absent before the decision was given. He was therefore not in a position to give a non-suit.

Mr. Dennys then said the defence was that the man deserted, and that being so defendant was entitled under the Merchant Shipping Act of 1854 to his effects on board, and all wages due were forfeited. They had paid defendant all mess money due and things of that kind. Supposing his Lordship held they were entitled to pay wages they said that only $44 was due.

Captain Hunter was then called and said—I have been in command of the *Washi* since October, 1875. Plaintiff joined then as my boy, receiving $8 a month. He signed articles and has signed two sets since. The articles produced were the third, and under them plaintiff was to receive $20 a month as steward. He left the ship at Haiphong on the 13th February while I was ashore. I found next morning that he had left, and I reported the circumstance to the French Vice-Consul on the 14th and made an entry in the official log on the same day. The *Washi* remained at Haiphong for seven or eight days. She then went to Turon and afterwards returned to Haiphong, where she remained about ten days. It is not true that I have ill-treated the plaintiff. It is not true that I was drunk on one occasion, and struck him then. I was not in liquor at all.

By the Court—I never kicked him. I may have given him a push on the shoulder, but I never gave him a blow which would leave a mark. I never heard him call out "save life." He never showed me a mark on his face, cheek, or eye. He never told me he wanted to go ashore to see a doctor. He did not ask for leave to go ashore on the voyage to Haiphong. He was not disrated. The charge of supplying the mess was taken from him, and from that time I paid all the bills for provisions. He continued to act as steward but not as mess caterer.

By Mr. Wotton—I have never hit the plaintiff, but I have pushed him on the shoulder. I do not call pushing him hitting him. I have struck him on the head with my open hand, but not so as to leave a mark. I have not so struck him more than twice, nor do I remember pushing him more than twice. I did not put him in a small store-room, or cause him to be put in, nor do I know of his having been put in. He was forbidden to go into the saloon in consequence of a report made to me of his making free with small articles left lying about. Another reason was that I had received a letter about him from Hongkong, in consequence of which I took the catering of the mess from him. The letter was from Messrs. Landstein, and I produce it. After plaintiff had left I broke the locks off his boxes, and the chief officer made an inventory in my presence.

The Court called for the inventory and it was produced, headed "Bumble's effects." Bumble being a nickname for the plaintiff. Defendant said there were no other things on board belonging to plaintiff to his knowledge.

Mr. Hy. Morton, the chief officer of the *Washi*, Mr. Anderson, the chief engineer, and Mr. Elliott, the second officer, gave corroborative testimony.

The case was adjourned until the 25th inst.

THE CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

The following translation of the report (slightly abridged) of the above company from the 7th moon 1st of Kwang-sü to end of 6th moon of 2nd year, has been published in the Shanghai papers:—

Undertakings of all kinds are surrounded with difficulties at their commencement, and it is only by the enaction of wise regulations and by the enjoyment of public confidence and through an adherence to good faith that a permanency can be given to the schemes of the originator.

Three years have now elapsed since the date of the Minister's (Earl Li) memorial to the Throne for the establishment of a Grain Convoy and Public Carrying Company, with the object of diverting to China the profits of the traffic. A report on the business, and profit and loss and capital accounts, have been issued for the first two years, and it becomes the duty of the directors to present a report for the period ending the 1st day of the 8th moon of the present year (2nd of Kwang-sü).

The Company has not been without difficulties to contend with, and the Directors deem it expedient to place a full and true account before the Shareholders. During the first year the Company's fleet was confined to the *Aden (Ingtun)*, *Yung tsing*, *Fuh-sing*, *Li-yuen*, *Ho-chung*, and the *Hai-ching*, on loan from the Fokien Naval Department—making in all six vessels. These were insufficient to combat foreigners (or foreigners took little heed), and during the second year the following steamers were added, *i.e.*, *Fun-yiu*, *Li-hang*, *Ih-sing*, *How-seng*. The following were further ordered, *i.e.*, *Pau-tah*, *Fung-shong*, besides which are to be added the steamers of a friendly company (consigned), the *Tung-ting*, *Yung-ning*, *Ta yiu*, and *Han-yang*, forming in all a fleet of sixteen vessels. The Company, it will be thus seen, began to assume large proportions. Foreigners now commenced to look on with a jealous eye, and the result was a general diminution of rates of freight, as follows:—Foochow to Canton (Hongkong?), from 30 to 40 cents to 10 cents; to Ningpo, from $2.50 to $0.50 (half.); Yangtze freights, from Tls. 5 to Tls. 2; Tientsin freights, from Tls. 8 to Tls. 5. And passengers fares were also reduced to 50 per cent., and even to 70 per cent. of former figures. With large capitals, it was deemed that they could stand running themselves at low profits; and the sudden dropping thus of rates was designed to harass the Company, and to thus minister to their schemes of monopoly. To their consternation, the authorities of the different provinces, aware of the interests at stake, made provisions accordingly; while merchants at all ports gave their ready support to the Company's steamers. Thus, with little cargo and small profits for foreign steamers, and full cargoes and good profits for the Company, the former were worsted in the struggle. During several years previously, foreign companies made yearly profits of several millions, but since the establishment of the China Merchants', their receipts are reported to be sufficient only for their expenses. Their profits have been limited; the drain (of the Chinese money) is stopped, and the conveyance of merchandise is no longer confined to foreign bottoms. Thus has the effect of lowering rates rebounded against themselves.

The Company exerts every effort to improve its business and to compete successfully with its competitors. Although the carriage of Government grain is ever a great fall-back, attention is none the less given to fostering private trade. As an instance of success in this direction, it may be noted that the *Tung-ting*, *Tung-ning*, and *Han-yang* were placed on the Yangtze line for the purpose of harassing the S.S.N. (Kee-chong) Company. This company had been dominant, as is known, on this and the Tientsin line, while it had the monopoly on the Ningpo route for upwards of ten years, and the public was unanimous in declaring that the Company (C.M.S.N. Co.), at its outset, could not compete with so powerful a rival. But the steamers above-mentioned, together with the *Ta-yiu*, on the Ningpo line, caused Kee-chong, within less than two years, to show a desire of coming to terms. When hulks, wharves, and godowns were first established by the Company at the Yangtsze ports and Ningpo, shareholders were vehement in censuring the action, affirming that the commissions accruing to the Company in return for so large an outlay, say probably over Tls. 100,000, was trifling; that capital so expended was mis-applied, &c., &c. It was not, however, taken into consideration that these consignment steamers supplied "through-cargo" for the Company's vessels running North and South. Had the desire for immediate gain prevailed, the Company's steamers would have procured no "through-cargo," nor would Kee-chong have been finally brought down in their views. Other opinions have been given to the effect that the Company should confine itself specially to the Tientsin line, in order to reap the full benefit of the Government grain transit, and should not struggle with other Companies. This line of argument would suit others, but not ourselves (Chinese). Foreigners in coming to China to compete in the China trade have to come at great disadvantage over 10,000 *li* of water, and is it possible that we, the natives of this land, should from a narrow-minded vision, suffer foreigners to wrest the profit from us? The Government grain portioned to the Company for conveyance, was the basis on which it started; but let the words of the late Tseng Kwo-fan be recalled to mind. He stated in regard to a Chinese Merchants' Steam Navigation Company that, "the conveyance of private merchandise was the first object, and the carriage of Government grain secondary." These words form the key-stone of the Company's policy.

Other views have been advanced, expressing the fear that steamers usurp the carrying trade to the disadvantage of native boats; that the earnings of innumerable boats fall to the grasp of a few tens of steamers; and that although the steamers may prosper, the numbers are deprived of employment. This reasoning is apparently well-founded, but does not apply to the China Merchants' Company. Were the traffic monopolised by foreigners then would this argument be correct; but it is precisely to combat with and remove this evil that the Company was established; for on board each of the Company's steamers—from the compradore to the servants and sailors—none but Chinese are employed, by which measure, owing to similarity of language and congeniality of thought, Chinese passengers and shippers have every satisfaction from the Company. The crews of the ruined junks are thus taken as sailors. By receiving the unemployed, much destitution is avoided, and practising them in foreign navigation, their labours are directed in a useful channel. Moreover, merchants attach value to the speed of steamers, and to their immunity, through insurance, from danger; while the injury to people at large is but trifling. Tseng Kwo-fan laid it down "that the loss of business of native boats was due to the advance, or change of the times," and this sage remark will be a lasting evidence of his unerring insight into affairs.

In making the foregoing statements, the Directors do not perversely oppose themselves to public opinion. They are convinced that, by pursuing steadfastly their present line of action, it will in the end be proved that, instead of injury, great benefit must result from their policy. The desirability of securing the command of the Chinese carrying trade is self-evident, nor need the importance of the Company from a national point of view, inasmuch as it provides for the conveyance of troops in case of emergency, be dwelt upon; but there are other advantages arising to the public interests, which may be pointed out:—

1.—Foreigners being unable to maintain high freights, the expense of conveyance of merchandise becomes proportionately lightened.

2.—Greater care of cargo entrusted, as contrasted with foreigners who lend no ear to complaints.

3.—Equity in the decision of cases of collision, in contradistinction to the devices employed by foreigners to avoid making indemnity.

4.—Equitable rates of freight for conveyance of grain in cases of drought and famine.

"Far thinking" proves that there is no injury; "deep reflection" convinces that benefits result—consequently, the advantages of steamers to a nation become manifest.

Notwithstanding these difficulties, however, the efforts of the Company during its three years of existence have not been without success. During the first year, a profit of 10 per cent. was divided, and during the second 15 per cent. while the profits of the Company during the third year have been good in spite even of unfavorable influences, to wit, the prolongation of the Yünnan disagreement over the spring and winter of last year; the famine in the South and drought in the North during the spring and summer of this year causing a stagnation in trade; and the reduction of freights by foreigners, and the heavy rate of interest prevailing this year. Owing to these adverse circumstances, after payment of interest due on liabilities to native Banks, the Company is in a position to declare only 5 per cent. The time for returning certain mandarin loans has also arrived.

The Directors have to congratulate the Shareholders on the fact that funds have at different times been transferred on deposit with the Company amounting to Tls. 700,000 by Earl Li, the Viceroy and Governor of Kiangsu and Chekiang, and by the Customs' Taotais of Tientsin and Shantung. The high authorities of Kiangchih (Kiangsu and Chih-kiang) have further promised to portion off during the coming spring an increased quantity of grain for conveyance to the North. With saving of interest from the assistance of Government (*lit.* mandarin) money, and with a double quantity of Government grain to carry, prospects for next year thus look very encouraging.

Under the head of "Casualties," the Company may be said to have been fortunate since the period covered by last report. An accident occurred in the first moon to the *Hau-seng*, while alongside the wharf at Shanghai, but the damages have been made good by the various Insurance Companies. Other cases of collision have occurred, but have been arranged privately. With reference to the *Fuh-sing* disaster, the defendants originally intended to appeal against the Shanghai Court, but they afterwards relinquished this design, and subsequently paid the claim as adjudged. A full report of this has been separately printed, and it is unnecessary to go into further particulars here; it remains only to state that, according to foreign law, in cases where human life is sacrificed (in collisions), a vessel becomes responsible to the extent of £15 per ton on her tonnage; but the Court ruled that the responsibility of the foreign vessel should be limited to £8 per ton of her tonnage, according to the law as applied to ships and cargo only. Calculated on the tonnage of the vessel in question, an amount of Shanghai Taels, 42,272, was arrived at. The sum remaining on hand (?) after deduction of legal expenses was Tls. 36,376, which is now being divided *pro rata* according to acknowledged claims. As regards the Tls. 11,000 adjudged to be awarded as compensation to the relations of the deceased, the case is to be tried before Consul Medhurst, when some different decision will be come to. The circumstances of this affair have been submitted to the Throne, and the public have been well able to form their opinion on the subject. Without considering that collisions and groundings at sea during fogs are common occurrences, it has been hinted, however, by some that the Company's steamers are unsafe; while to the fact that, with ten or more steamers, only this one case of loss has occurred, no weight has been given. The Directors would refer the public to incidents connected with other steamers companies. For example, *Kee-chong*, *Kung-ching*, *Tai-koo*, *Ee-wo*, *Teh-chi-li-shi*, and the English, French, and American Mail Steamship Companies, have all lost steamers—some more and some less—the more fortunate, say two or three, and the more unfortunate, say six or seven vessels each. Why, then, should people ignore these circumstances on the one hand, and on the other censure only the China Merchants' S. N. Co.?

As regards expenses of management, the utmost economy has been practised. Since the establishment of the Company, the Directors (Tang and Sü) have drawn no Directors' fees, and the remuneration of all employés (or associates) is on the lowest scale. The Shareholders have, in fact, not been charged with one single extravagance—there is not a single drop that does not go to the public exchequer; full and clear accounts attest to this fact. Office expenses are covered by a commission of five per cent. During the three years to date, the gross freights collected amount to Tls. 1,720,000, besides Tls. 350,000 on consignment steamers. Reckoned at five per cent, according to No. 3 clause of Regulations, a total of over one hundred thousand Taels is the result. Out of this has had be defrayed remunerations to Manager, &c., and stationery, food, and petty charges at the Company's head office and branches at Tientsin, Chefoo, Newchwang, Canton, Foochow, Hongkong, Amoy, Swatow, Taiwan, Tamsui, Takow, Chinkiang, Kiukiang, Hankow, and Ningpo, as well as at the agencies at Singapore, Manila, Saigon, Nagasaki, Yokohama, Kobé &c., during three years. The amount when viewed in the abstract, seems large, but when divided over twenty and more places is but small. Although sufficient to cover expenses, the public will readily understand that the balance of profit left is inconsiderable.

Messrs. Chu Yun-fon, Sheng Lin-sun and Chu I-fon, Taotais by rank, have assisted in the management of the Company. In the autumn of the first year of Kwang-sü, Shen, Taotai, was appointed Controller of the coal and iron mining office in Houpeh, and Chu Yun-fon and Chu I-fon, Taotais, have remained at the Company's office in special charge of the receipt and delivery of Government grain; but the united counsel of their three Excellencies have been asked as occasion required. The Directors (Tang and Su) have to express their obligations to these gentlemen for the benefit of their advice, and more especially for their successful efforts on behalf of the Company in all matters relating to the provision of required funds both from private and public services.

According to the third clause of the Company's Deed of Settlement, it becomes the duty of the Managers of the different branches to tender their resignations, leaving it with the shareholders to re-elect them or not. The Manager of the Tientsin branch—Sun Tah-chuen, Prefect by rank—has, by Earl Li's permission, withdrawn from that port, while the General Manager of the Southern branches in Fookien and Kwangtung—Chun Poh-nan, Taotai—has gone abroad on public business, leaving that part also open. The remaining Managers await the decision of the shareholders as to their re-appointment or not.

A respectful Report from—

TANG TING-CHU (TONG-KING-SING).
SU JWEN.

CAPITAL.

The total value of shares—old and new—issued at different times during the first two years amounted to Tls. 602,400 as reported in the second year. On the first of the 8th moon of last year, it was decided at a public meeting to issue more shares. The non-settlement of the *Fuh-sing* affair and the political troubles in regard to the Yunnan case, by causing a press of work, prevented, however, the invitation of new shareholders during that year; and it was not till the spring of the present year that further shares to the amount of Tls. 82,700 were placed on the market. The total stock capital thus amounted to Tls. 685,516, being but a small increase on the original amount. But the *Pau-tah* and *Fung-shun*, which arrived in autumn of last year, as well as the newly contracted for steamers, the *Kiang-kwan* and *Kiang-yung*, had all to be paid for. According to last balance sheet, apart from public monies received on loan, the liabilities of the Company to various creditors amounted to over Tls. 502,000; adding to this the amounts due for the four vessels, the liabilities of the Company amounted to over Tls. 800,000. What could not be otherwise raised of this sum was borrowed temporarily from the native bankers of Shanghai. Unfortunately, interest in Shanghai ruled very high between the 3rd and 8th moons, and the Company was a loser by no less than Tls. 30,000. Thanks, however, to Earl Li, the high authorities of Kiangsoo and Chekiang and the Customs' Taotais of Tientsin and Shantung, public monies were at different dates deposited with the Company to the extent of Tls. 700,000. The amounts due to the native banks were accordingly returned, and the Company relieved from the previous position of embarrassment.

FLEET.

The Company's steamers originally consisted of the following:—*Aden*, *Yung-ting*, *Fuh-sing*, *Li-yun*, *Ho-chung*, *Fuh-yiu*, *Li-hang*, *Jih-sing*, *Han-seng*—in all nine vessels. Beside these, the sailing ship *Cheng-ta* was placed in their hands by the Kiangnan Arsenal, and four vessels, the *Yung-ning*, *Tung-ting*, *Ya-yin*, *Han-yang*, were received on consignment. Subsequently, owing to the loss of the *Fuh-sing* and to the conversion of the *Aden* into a hulk, the two steamers *Pau-tah* and *Fung-shun* were contracted for. These facts were made known in the capital account (Report) for the second year. The *Pau-ta* and *Fung-shun* arrived in the 9th and 10th moons, respectively, of last year. Including expenses coming out, they cost in Shanghai about Taels 140,000 odd. Both these crafts are strong and of good carrying capacity and steaming qualifications. In the 6th moon of the present year, the Company received on consignment from the Viceroy of Hon-kwang, the steamer *Han-kwang*, and the two other vessels contracted for—the *Kiang-kwan* and *Kiang-yung*, arrived also on the 8th and 9th moons respectively. These two steamers cost together Tls. 300,000 odd. They are both quick, strong, and handsome boats. After the conveyance of Government grain had been completed—in the 7th moon—the *Li-yuen* and *Lih-sing* were still retained on the Tientsin line. The *Yung-tsing* and *Fuh-yiu* were placed on the Canton (or Hongkong) route. The *Hoo-hung* was run between Shanghai, Amoy, and Swatow; and the *How-seng* in Southern latitudes. The *Li-hang* underwent repairs in Shanghai. On the first arrival of the *Pau-tah* and *Fung-shun*, they were run on the Yangtsze in conjunction with the Company's consignment steamers; subsequently they were told off to the Foochow and Canton (or Hongkong) routes. When the Tientsin river opened this spring—6th of 2nd moon—the *Yung-tsing*, *Li-yuen*, *Jih-sing*, *Pautah*, and *Fung-shun* were at once despatched to that port, while the *Fu-yiu* was still retained on the Canton, and the *Ho-chung* on the Swatow lines. After the *How-seng* had completed her repairs, she was sent to Canton, the South (Singapore?), Japan, &c. The *Li-hang* was employed as before at Takow as a lighter to carry Government grain; and the sailing vessel *Cheng-ta* assisted in conveying grain to the North, or in bringing coals from Japan. Such is a sketch of the disposition of the Company's fleet between the 7th moon of the 1st of Kwang-su, to the end of the 6th moon of the 2nd year. After the conveyance of Government grain was completed by the *Fung-shun* and *Jih-sing*, the events at Chefoo commenced. The keep and wages of the crews, and expense of coals and insurance, in respect to these two vessels, was (for the time) defrayed by Earl Li.

FREIGHTS AND EARNINGS.

The gross freight earned by the Company's steamers, five in all, from 6th moon of the 12th year Tung-chi, to the end of the 6th moon of the 13th year, amounted to over Tls. 420,000; from the 7th moon of the 13th year, to the end of the 6th moon of the 1st year of Kwang-sü, to over Tls. 580,000; from the 7th moon of the 1st year, to the end of the 6th moon of the 2nd year of Kwang-sü, by nine steamers, to over Tls. 710,000—making a total for the three years of Tls. 1,720,000. Formerly, from the 7th moon to the end of the year, six vessels earned over Tls. 147,000; last year during the same period, nine steamers earned over Tls. 190,000. It will be seen by comparison that a relative falling off has occurred. The reason for this was the occurrence of the Yunnan case, closely succeeded by famine, which caused a stoppage of trade. Fortunately the authorities were liberal in their patronage and support. From Kiangsoo, 80,000 *shihs* of grain were portioned off to the Company for conveyance to the North; for Chekiang, 100,000 *shihs*; from Kiangsi, 80,000, and from Houpeh, 30,000 *shihs*—altogether 290,000 *shihs*. The transport of this grain commenced on the 8th on the 2nd moon, and ended at the commencement of the 5th moon. From the 7th moon to the present time, the Company's business has been very prosperous.

INSURANCE.

In the event of the loss of Government grain at sea, the Company is allowed to petition to be allowed to be irresponsible. Although the Company's steamers are ten times faster and safer than native junks—freights notwithstanding being the same—yet the cost of insurance is not excessive. The Company has therefore deemed it expedient, since the loss of the *Fuh-sing*, to insure all Government grain. The average value of a cargo varies from Tls. 100,000 upwards, while the total risk taken by the Foreign Insurance Companies on the bottom is limited to Fifty to Sixty Thousand Taels. Were the Company to take the balance on themselves, it would be accepting too great a risk. Impelled by this consideration, the Directors intituted, during the winter of last year and the 6th moon of the present, respectively, two Insurance Companies, called the "Chinese Merchants' Insurance Company," and the "Jin-ho Insurance Company," in order to take over this responsibility. When the Company has a reserve fund, and its steamers become more numerous, it may then take upon itself greater risks. In this policy the shareholders will doubtless concur. In the case of the collision case which happened the Insurance Companies made good 75 per cent. of the loss, while the Company had itself to bear the remaining 25 per cent. of loss.

WHARVES AND HULKS.

The Company's wharves, provided at different times, may be enumerated as follows:—The "North" and "East" two Godowns at Shanghai; the "New" and "Old" two Godowns (or properties) at Tientsin; and Godowns and Wharves at Hankow, Kiukiang, and Ningpo. These were enumerated in the Company's second report. Since then, owing to the increase in "through" cargo, the accommodation proved insufficient; and the following additions have been made to the Company's properties, *i.e.*, a Hulk at Kiukiang, during the autumn of last year; seven Godowns built at Hongkew, during the winter of last year; also three Godowns erected on an adjoining piece of land of 11 mow, 5 fun 3 hsu—likewise bought—and 17 houses (Chinese) further built thereon. The expense of these additions to the Company's property, although relatively heavy, could not possibly have been dispensed with; for taken with an increase of steamers, the cargo for shipment becomes greater, and without increased facilities, it would be impossible to meet the increased demand for accommodation. It has, moreover, to be considered that the outlay of the Company in this respect is insignificant when compared with the S.S.N. Company (Che-chong), whose godowns and wharves at the various ports, irrespective of dwelling-houses, cannot be worth less than Tls. 800,000.

EXPLANATION OF CAPITAL ACCOUNT.

General particulars as to the Stock, Capital, and Finances of the Company are contained in Clause 1 of this report. The amount of Tls. 200,000, standing under head of Insurance Capital (in present account) is the Stock Capital of the China Merchants' Insurance Company. The Tls. 350,000 odd, under head of Public Monies, are made up of 200,000 strings of *cash*, of Tientsin army funds, and deposits made by the Liang Kiang (Kiang and Anwei) and Chekiang provinces. Miscellaneous permanent deposits are deposits by official families and wealthy merchants. Running debit balances with native banks represent the amounts due to these banks prior to the receipt of public monies wherewith to pay them. Freights due by shippers represents uncollected freights to end of 6th moon. The items under "Sundry Credit Balances" and "Rice Purchases for Transport" represents purchases of rice (on Government account) in anticipation of transport. The four Hulks alluded to are stationed respectively at Hankow, Kiukiang, and Chinkiang. The *Aden* has also been turned into a hulk, but entries have not yet been made in the books to adjust the modified value. She therefore stands at her former value—over Tls. 200,000. The *Yung-tsing Ho chunn Fuh li* have only netted a profit of over Tls. 21,000, owing to scarcity of cargo, as explained in No. 3 paragraph. The receipts from godowns, rent, surplus rice, and sundries amount to over Tls. 20,000 in excess of the preceding year. This is due to the attention bestowed by Chu Yun Foo, Taotai, on receipts and delivery of rice—having secured more trustworthy employés; also to the Company having its own iron lighters at Takoo, and being more independent of outside cargo boats. The loss on the *Li-hang* and *How seng* arose from their being laid up during the winter months, and also to time wasted during repairs necessitated by accident. The *Hai-kwang*, owing to being but a new arrival, was not fortunate in the freights obtained, and, together with the sailing ship *Cheng-ta*, for which a quantity of sails and rigging had to be bought, shows a loss on its running account. The item (in P. and L. account) "paid to Chu Yun Fou" is the third instalment due to him for loss for cut) incurred on steamers when starting the Company. "Interest payment" means the payment of interest due to native banks and on miscellaneous deposits. The amount of interest—over Tls. 90,000 would represent interest on about Tls. 900,000—one-half of which liability was caused by the purchase of new steamers. This item is heavier than it should be, but the heavy rate of interest ruling in Shanghai acted against the Company. The profit on the working of the steamers, Tls. 137,000 odd is, after deducting over Tls. 26,000 for repairs, and Tls. 7,400 for "Chou-fang"—Defence Contribution. The Company's fleet is now in good order and condition, even better than before, and will require no important repairs next year. Assuming that year the Company should not be required to pay the "Chou-fang," the same as foreigners, a saving will be made under this head in next accounts.

SUBJECT OF ENGROSSMENT (OF OTHERS COMPANIES) SHOULD BE CONSIDERED.

Apart from the Ocean Steamer Companies, as the English, French, American, and Japanese Steamship Companies, who run steamers from Hongkong, Shanghai, etc., to foreign countries direct, there are local Steamer Companies, as Kee Chong with seventeen steamers, Tai Kow with eight, Ee Wo with six, Siemssen's with five, and Teh-chi-li-shi with four, besides one or two foreign hongs who have a few steamers making in all about fifty steamers. Against these the Company, including the consignment vessels, has only some ten or more steamers with which to hold it own. Its numerical strength is thus insufficient. The effect of active competition is disastrous to all concerned, and the Kee Chong hong, being fully alive to this fact, have shown themselves willing to transfer their property and goodwill to the Company—a measure doubtless to the advantage of both. Should this be accomplished, the Company's steamers would ply their trade undisturbed, and matters would go on much more smoothly and satisfactorily. The position of the Company would also be more in keeping with the dignity of attitude it should maintain in the country. Apart from these considerations, it is necessary that the Company's fleet should be increased; for even this year, with six steamers told off to carry Government grain—290,000 *shihs*—the Company has found itself short of steamers for the Foochow and Canton lines. Assuming, then, the quantity of grain received next year to be increased, and failing an increase in its own fleet the Company would be compelled to charter steamers from outside, and thus allow their legitimate profits to pass into other hands. Another reason in favour of purchase (of S.S.N. Co.) is from the wharfage point of view. The Company's Northern Godowns (in Shanghai) are too far off while the "East" Godowns are too limited. The Kin-li-yuen property is, on the other hand, most extensive and commodious. At Hankow, the water frontage of the Company's property is too narrow, allowing room only for one steamer to go alongside, and great difficulty would be experienced in providing at once hulks for I-chang and Wu-hu. Another agreement is cheapness. The Capital of the Kee-chong Company amounts to Tls. 3,000,000, and although after greatly reducing the valuation of their steamers and (property) in last report, their values till reaches Tls. 2,500,000, while the Company has the option of purchasing at Tls. 2,000,000. The Directors thus lay their own views before the Shareholders and wait their decision on this subject.

PURCHASE (OF THE S.S.N. CO.) HAVING BEEN MADE, THE ACTION OF THE COMPANY SHOULD BE MADE CLEAR.

Messrs. Russell & Co. first mooted the question of sale during the spring, and the subject was brought to the notice of Earl Li by Tong King-sing and others at Chefoo during the 7th moon. On account of the magnitude of the amount involved, the affair was suffered to remain over until Tong King-sing and others returned to Shanghai, when Russell & Co. came forward and made distinct overtures. The Directors in view of the fact that it was imperative to buy more steamers to meet the extra carriage to be entailed by the promise of an increase of grain from the authorities of Kiangsu and Chekiang, and also of a determination, by the authorities to petition in favour of all grain from Kiangsu and Anwei being sent by sea, were of opinion that it would be better to buy steamers ready at hand by payment by instalments than to embark capital in new bottoms. The matter was deliberated over with the three Taotais (by rank), Chu, Chu and Sheng, and Sü I-wen accompanied them to Nanking to lay the matter before the Viceroy, Shên. His Excellency assented to the proposition, allowing farther that a request might be advanced by the Company to have the loan of Tls. 1,000,000 from the public exchequer. On learning the issue of this interview, Tong King-sing at once made a

settlement with the S.S.N. Co. The agreement was to the effect that the Company should take over "Keechong's" property as follows:—9 River Steamers, 7 Ocean Steamers, 4 Small Steamers, 6 Hulks, Five Wharf and Godown Properties namely, Kin-li-yuen, Kin-fang-tung, Hung-kiao-teu, Hia-hai-pou, Ningpo Wharf, 1 Dock, 1 Work Yard, with stocks of coal on hand, surplus anchors, chains, buoys, fire engines, iron, timber, paints, stores, and wire for ships, and everything belonging to the foreign Company at the different ports, at the price of Tls. 2,000,000. The foreign houses and godowns under Messrs. Russell and Co.'s own name at Hankow, Kiukiang, Chinkiang, and Tientsin, with dividends or return freights due to that firm to be taken over at Tls. 220,000—additional. (This sentence is written obscurely and uncertain.—*Translator.*) On the 15th of the eleventh moon the contract was finally signed. The Company had accordingly to provide in addition to the million lent by Government the sum of Tls. 1,220,000. Including the Tls. 300,000 short of original amount the shares intended to be issued last year (?) that year, it becomes necessary to increase the Company's capital by Tls. 1,500,000. This amount it has been determined to provide by the further issue of 15,000 shares of Tls. 100 each as before. It is, therefore, requested that parties desiring shares will apply for allotment at the 1st and seventh moons. Application to be made by letter to the head or any of the Company's branch offices.

EXPLANATION OF THE TERMS GIVEN FOR THE S. S. N. CO.'S PROPERTY.

The value placed on the sixteen steamers, which vary each in their amounts, aggregate the sum of Tls. 1,300,000 odd, which may be considered moderate. The Godowns and Dock are valued at Tls. 700,000, being all most favourably situated, and are taken over at Tls. 600,000 odd. The coals, iron and timber, &c., have their market and ascertainable value, and the balance of purchase money remaining against these cannot be called out of the way. It may be said that it was unwise of the Company with a fleet already of over ten vessels to invest in sixteen more. Against this it may be stated that of the eight S. S. N. ocean steamers, after allowing for *Kiangse* on the Ningpo line, and the *Shansi* for the Newchwang route, the steamers left (so long as is a mistake—*Translator*), the *Shing-king*, *Pau-ting*, *Chihli*, and *Shantung* will not be too many for the grain transport service. After this is over they will be available for the Foochow and Canton routes. As to the river steamers, when Yen-ho (Wu-hu?) and Ichang are opened, it is to be feared that even these will prove insufficient for the requirements of the Company.

CONTROL OF THE CARRYING TRADE WILL BE WITH THE COMPANY.

The first object towards fostering the interests of the company is to obtain the command of the carrying trade and to moderate expenditure. With plenty of cargo, freight receipts will be largely increased. By keeping down expenses, profits will be increased. Accommodation to merchants will augment traffic. In the matter of godown expenses the company has the advantage over foreigners. It was specially in regard to the cost that the directors were fearful of large expenses. Fortunately, mines have been opened in Tamsui, Formosa, and in Wusueh in Hupeh. Proposals have also been made to open a Chinese Merchants' mine at Kwei-chi in the South Anhwei, and Earl Li has also given permission to Tong King-sing to work a mine at Laan-chau in Chihli; therefore, no fear any longer exists as to a future scarcity of fuel. With good cargoes and quick passages, with the profits on the grain transport and the support of merchants, the future of the company will be such as to merit the fidelity of our country and affection for its people as amply displayed by the high authorities in thus backing up the Company's interests. The accounts published herewith are but a brief epitome. More detailed accounts are open for inspection at the general office, copies of which are sent, as in the case of the first and second years, to Li Hung-chang and the five branches of Tientsin, Hongkong, Canton, Foochow and Hankow. All shareholders are invited to repair to the various offices and there examine the inspection. The names of shareholders and the freight earned by each journey by each steamer are comprised in these detailed statements. But, in future years, owing to the increase of steamers, and the voluminousness of accounts, these detailed particulars will no longer be given for the sake of brevity and the convenience of inspectors.

1st moon 3rd year Kwang-su.

CHINA MERCHANTS' S. N. CO.
Per Tang Ting-shu and Su I-weh.

ARRIVAL OF THE FRENCH MAIL.

The M. M. Company's steamer *Sindh*, Captain Lormier, from Marseilles with dates to the 11th ultimo, with the London mails of March 9th, arrived here last night.

The following telegrams are taken from the *Straits Times Extra*:—

LONDON, 24th March.

Latest telegrams from up the river state that the result of the University Boat Race was a dead heat between the two crews, and that Oxford is therefore not the winner.

It is believed that the negotiations between Russia and England have failed.

Lord Beaconsfield, Mr. Gathorne Hardy, and Lord Salisbury leave town to-day for the Easter recess.

ROME, 26th March.

The Pope is very feeble, and his condition causes great anxiety.

BOMBAY, 20th March.

There are now 228,763 people on relief works in the Bombay Presidency, showing a decrease of 36,000 in a fortnight and of 120,000 in two months.

The *Goa News* says that the new commercial treaty between the Portuguese and British India Governments will result in the construction of the adjacent Collectorates in the Bombay Presidency.

BOMBAY, 21st March.

Mr. Lawrence Gressenthwaite, the cashier of the Bank of India at Lucknow, for whose apprehension a thousand rupees was offered, was discovered in Monday's mail steamer hiding in a cabin. He had 818 sovereigns and confesses to having obtained rupees 12,000 by forgery. He has been hidden in Bombay three weeks. He is only twenty-one years old.

Sterling exchange here yesterday fell one per cent. The *Gazette* says a state of semi-panic in exchange has unaccountably set in.

ST. PETERSBURG, 26th March.

The Russian Press accuse the British Government of leaving Russia the choice of dishonour or war.

CONSTANTINOPLE, 26th March.

The garrison here has been changed, and replaced by Syrian troops. The Softas are agitating for the recall of Midhat Pasha.

LONDON, 26th March.

The latter part of the telegram of the 24th should read thus:—"The Commons were undecided on Mr. Fawcett's motion. The debate was adjourned on the motion of the House approving of the ministerial motion for the adjournment for the Easter recess."

Obituary.—The Editor of the *Economist*.

PESHAWUR, 26th March.

Syed Noor Mohamed Khan, Prime Minister of Cabul, died at two o'clock this morning. He had been dangerously ill for several weeks. His remains have been sent to Cabul to-day.

CALCUTTA, 26th March.

A large meeting of natives was held in the Town Hall on Saturday on the Civil Service question. Upwards of 3,000 were present. A resolution was passed, protesting against natives being practically excluded from the Covenanted Civil Service. It was also resolved to petition Parliament to raise the maximum age for the admission of candidates, and to hold competitive examinations in India. A committee was appointed to draw up a memorial.

LONDON, 27th March.

The departure of the Prince and Princess of Wales for the Mediterranean is deferred for a few days, as the Prince is suffering from a boil.

CONSTANTINOPLE, 26th March.

The Montenegrin delegates have broken off the negotiation with the Porte, and will probably leave here on Saturday.

CALCUTTA, 28th March.

The following is a summary of the Viceroy's speech delivered at the Council to be held to-day:—Summing up the financial policy of the Government, he alluded to the Famine in the North-Western Provinces, the Viceroy alluded to the determination of the Government to exclude no future unremunerative public works from the extraordinary accounts. He expressed a personal disapproval of Extraordinary Budgets. Regarding the Cotton Duties, he strongly upheld the views of Lord Salisbury, and promised that the present cotton duty unsound in principle and should be reduced by abolition as it was prejudicial to Indian interests. He regretted that the state of their immediate reduction, but said that the discretion of the Indian Government, though large, was not unlimited, the cotton duties having been finally condemned by the Secretary of State. Alluding to the Famine, he favourably contrasted the present estimated expenditure of five and a half millions for a much larger area of distress, with the Bengal Famine, which cost six and three quarter millions, though smaller and less serious. He expressed a warm obligation to Lord Northbrook for the wise principles bequeathed for the saving of life without reckless expenditure. The Viceroy regretted the increasing military expenditure, but attributed it chiefly to charges not under the control of the Indian Government. Alluding to the efficiency of the army, he repudiated all hostile designs against neighbouring States, and explained the peaceful character of the Frontier policy. He announced the successful conclusion of the measures commenced by Lord Northbrook for the pacification of Khelat. With the freedom of trade now restored in that country, life and property are safe, villages are being rebuilt, and agriculture is being revived by confidence in British influence and power. The unrestrained barbarism immediately beyond the frontier meant the constant insecurity of the life and property of British subjects, the closing of trade routes, the spoliation of merchants, and a chronic disturbance of Indian territory. This cannot be prevented by military expeditions, of which the Viceroy disapproved, but only by the friendly presence and salutary influence of upright English gentlemen amongst their barbarous neighbours. He disapproved of spasmodic gifts of arms and money or unreciprocated liabilities on behalf of uncivilized States. He briefly alluded to the conference at Peshawur between Sir Lewis Pelly and the Cabul Envoy, whose untimely death after a long illness he much regretted. The intercourse between the Envoys had been friendly. The only security against mutual misunderstanding and mistrust was to be found in the adequate means of frank intercourse between the two States. The Ameer had been disturbed by recent events at Constantinople, and religious fanaticism had been stirred up at Cabul; but this could not be helped. There existed no reason to depart from the unaggressive policy of the Government.

LONDON, 27th March.

French mail per *Amazone* (Colombo 7th March) delivered. Consols 96½. Bar Silver 54. Manchester market dull; 7 lbs. shirtings 5s. 4½d., 8½ lbs. shirtings 7s. 4½d.

LONDON, 27th March.

An animated debate took place in the House of Commons to-night on the conduct of Sir Henry Elliot, during which Sir Stafford Northcote said the Government objected to the policy of coercion with Turkey, because it would neutralize the efforts being made by the Porte in favor of its Christian subjects.

Replying to a question by Lord Hartington, Sir Stafford Northcote said that negotiations were still proceeding between the Great Powers respecting the Russian protocol, and that the principal question was as to the conditions on which it should be signed. Parliament has adjourned for the Easter recess.

Obituary.—Field-Marshal Fitzgerald.

LONDON, 29th March.

Cabinet Council to-day resolved to favourably consider counter proposals made by Russia and sign the protocol but on the understanding that England would regard it as not binding in case of failure on the part of Russia to demobilize her forces.

LONDON, 29th March.

The Prince of Wales is recovering.

At Cabinet Council yesterday it was unanimously resolved to continue negotiations with Russia. English Government sanguine as to result.

CONSTANTINOPLE, 27th March.

Turkish deputies yesterday in discussing address in reply to speech from throne unanimously repudiated idea of foreign intervention in internal affairs of Porte.

WASHINGTON, 28th March.

President Hayes has sent commission to Louisiana and invited rival parties to settle their disputes.

LONDON, 1st April.

England, having signed the Protocol on condition that Russia "demobilizes," revives the prospect of an Agreement with Montenegro.

The Porte is displeased with the Protocol and will probably refuse to disarm.

Montenegro maintains her demands.

Great uncertainty prevails with respect to the course of events

COMMERCIAL INTELLIGENCE.

EXPORT CARGO.

Per *McNear*, for New York:—

18,036 bags Sugar, 15,000 boxes Fire Crackers, 3,960 rolls Matting, 600 boxes Cinnamon, 200 piculs Cassia, 74 packages Chinaware, 147 packages Sundries, 819 half-chests Amoy Teas.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/11½
Bank Bills, at 30 days' sight 3/11½
Bank Bills, at 6 months' sight 4/0½
Credits, at 6 months' sight 4/0½
Documentary Bills, at 6 months' sight 4/0½

ON BOMBAY.—Bank, sight .... 222 } nom.
ON CALCUTTA.—Bank, sight .... 222 } nom.

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares—24 per cent. premium.

Union Insurance Society of Canton—$670 per share.

China Traders' Insurance Company's Shares—$2,200 per share.

Chinese Insurance Company—$210 per share.

Hongkong Fire Insurance Company's Shares—$340 per share.

China Fire Insurance Company's Shares—$147 per share.

Hongkong and Whampoa Dock Company's Shares—35 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—11 per cent. discount.

Shanghai Steam Navigation Company—Tls. 81 per share, ex dividend.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$55 per share.

Chinese Imperial Loan—£103. Ex. 4s. 1½d.

SALES ON APRIL 18TH, AS REPORTED BY CHINESE.

Melon Seeds—20 bags, at $7.00, by Hing Tai to travelling trader.

Animal Tallow—20 packages, at $8.47, by Kwong Wo Cheung to travelling trader.

Vermicelli—50 bags, at $8.70, by Tai Foong Shun to travelling trader.

White Sugar—150 bags, at $6.40, by Tai Foong Shun to local trader.

Seaweed—50 bundles, at $3.30, by Kwong Fook Wo to travelling trader.

White China Root—20 packages, at $9.60, by Yue Wo Foong to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

April 18th.

Barometer—9 A.M.	30.116
Barometer—1 P.M.	30.114
Barometer—4 P.M.	30.060
Thermometer—9 A.M.	66
Thermometer—1 P.M.	64
Thermometer—9 A.M. (Wet bulb)	66
Thermometer—4 P.M.	65½
Thermometer—1 P.M. (Wet bulb)	64
Thermometer—4 P.M. (Wet bulb)	[illegible]
Thermometer—Maximum	68½
Thermometer—Minimum (over night)	66

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *vid* SUEZ CANAL	Antenor (str.)			Butterfield & Swire	On or about 16th inst.
Do.	Anglo Saxon	C. Harrington	Hongkong	Meyer & Co.	Quick despatch.
Do.	Nyassa	Garriock	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Mystic Bell	Plumer	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	Gaelic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	City of Peking (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
Do.	Eurik	Bergelund	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Rosetta McNeil	Brown	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SYDNEY AND MELBOURNE	Ocean (str.)	Jaques	Hongkong	Jardine, Matheson & Co.	On or about 30th inst.
COOKTOWN, BRISBANE, &c.	Somerset (str.)		Singapore	Gibb, Livingston & Co.	On or about 30th inst.
SAIGON, SINGAPORE, &c.	Djemnah (str.)	Champenois	Hongkong	Messageries Maritimes	To-day, at noon.
SINGAPORE, BOMBAY, &c.	Geelong (str.)	Fraser		P. & O. S. N. Co.	On 21st inst., at noon.
Do. AND PENANG	Gadshill (str.)	Ranton	Hongkong	Jardine, Matheson & Co.	On 24th inst., at 3 P.M.
BANGKOK	Danube (str.)	Clanchy	Hongkong	Yuen Fat Hong	On 26th inst., daylight.
MANILA	Esmeralda (str.)	Thebaud		A. MacG. Heaton	On 21st inst., at noon.
Do.	Nuevo Constante	Uriarte	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Tanais (str.)	Reynier	Hongkong	Messageries Maritimes	To-morrow, at noon.
Do.	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI AND N'CHWANG	Yangtsze (str.)	E. Schultze		Siemssen & Co.	To-morrow, at 4 P.M.
Do.	Anchises (str.)		Hongkong	Butterfield & Swire	On 21st inst., daylight.
Do.	Sindh (str.)	Lormier	Hongkong	Messageries Maritimes	On 21st inst., at 10 A.M.
Do.	Zambesi (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Feronia (str.)	H. Schultz		Wm. Pustau & Co.	Quick despatch.
Do. AND HANKOW	Tartar (str.)	Johnson	Hongkong	Wm. Pustau & Co.	On or about 28th inst.

For Sale.

SAYLE & CO.

BEG TO SOLICIT AN INSPECTION OF THEIR SUMMER STOCK:—

NEW DRESS MATERIALS, in GAUZE MIKADO SILKS.
LACE STRIPE JAPANESE SILKS.
PLAIN and STRIPED LUSTRES.
MOHAIR SICILIANS.
WHITE and COLOURED HAMBURG NETS.
FANCY COLOURED GRENADINES and GAUZES.
The BEST MAKE of BLACK GRENADINE, Guaranteed to wear well.
NEW GOODS, most suitable for WASHING COSTUMES and MORNING WRAPPERS.
PLAIN COLOURED ORGANDI MUSLINS.
FANCY STRIPED FRENCH PRINTED MUSLINS.
KANDA and YOSEMITE STRIPED CAMBRICS.
WHITE and COLOURED NIAGARA CAMBRICS.
WHITE BRILLIANTES and PIQUES.
DAMASSE CAMBRICS.
FRENCH PERCALES and CRETONNE CAMBRICS.
COLOURED DRESS LAWNS.
GALATEA STRIPES and LINEN MATS for Children's Wear.
WHITE and COLOURED BATISTE.
NEW DESIGNS in LINEN, CAMBRIC, and PIQUE COSTUMES.
EMBROIDERED HOLLAND, PRINTED CAMBRIC, WHITE BRILLIANTE, and MUSLIN MORNING WRAPPERS.
RICHLY EMBROIDERED SKIRTS.
LADIES' TRIMMED and UNTRIMMED HATS and BONNETS, just arrived from Paris.
BOYS' and GIRLS' STRAW HATS.
CHILDREN'S WHITE PIQUE WASHING HATS.
LADIES' and CHILDREN'S UNDER-CLOTHING and BABY LINEN.
INFANTS' ROBES, CLOAKS, HOODS, HATS, and BONNETS.
FEATHERS, FLOWERS, LACES.
SUNSHADES and UMBRELLAS.
WHITE and STRIPED SILK, THREAD, and COTTON HOSE.
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Merchant Navy
Navy Boiled
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} CANVAS.

ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

KWONG HING CHEUNG & CO., COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr. AKYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.
435 Hongkong, 19th March, 1877.

NOW ON SALE.
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ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.
AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

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LAMMERT, ATKINSON & Co.
978 Hongkong, 31st March, 1877.

FOR SALE.
AMERICAN HAMS, at 20 Cents per lb. DUTCH CHEESE and SOUR KROUT, in Jars. Small Kegs BEEF and PORK. SMOKED SALMON and SALT HERRINGS. CODFISH and DRIED APPLES. GOLD LEAF TOBACCO.
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1m 444 Hongkong, 21st March, 1877.

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592 Hongkong, 1st May, 1876.

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at $18 per Case of 1 doz. Quarts.
F. BLACKHEAD & Co.
1984 Hongkong, 13th December, 1876.

COMPASS DEVIATION IN IRON SHIPS, DESCRIBED PRACTICALLY,
By R. M. TALBOT,
Just published, and favourably noticed by the local Press in Hongkong and Shanghai.
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1910 Hongkong, 30th November, 1876.

YEE SUNG & Co., COAL MERCHANTS,
Have always on hand LARGE STOCKS of every description of COAL.
Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.
648 Hongkong, 9th May, 1876.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "TANAIS," Commandant Reynier, will be despatched for YOKOHAMA TO-MORROW, the 20th instant, at Noon.

H. DU POUEY, Agent.

571 Hongkong, 19th April, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "SINDH," Commandant Lormier, will be despatched for SHANGHAI on SATURDAY, the 21st instant, at 10 A.M.

H. DU POUEY, Agent.

572 Hongkong, 19th April, 1877.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo and Passengers at through rates for HANKOW and PORTS on YANGTSZE.

THE Company's Steamship "ANCHISES" will be despatched on SATURDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

582 Hongkong, 19th April, 1877.

FOR MANILA.

THE Steamship "ESMERALDA," Captain Thebaud, will be despatched as above on SATURDAY, the 21st instant, at Noon.

For Freight or Passage, apply to
A. MACG. HEATON, Agents.

588 Hongkong, 16th April, 1877.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *vid* SUEZ CANAL.

THE Company's Steamship "ANTENOR" will be despatched on or about the 16th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

546 Hongkong, 9th April, 1877.

FOR SHANGHAI AND HANKOW.

THE British Steamship "TARTAR," Johnson, Master, will be despatched as above on or about the 28th instant.

For Freight or Passage, apply to
WM. PUSTAU & Co., Agents.

589 Hongkong, 17th April, 1877.

FOR SHANGHAI.

THE German Steamship "FERONIA," Captain H. Schultz, shortly expected from Hamburg and Singapore, will receive immediate despatch as above.

For Freight or Passage, apply to
WM. PUSTAU & Co., Agents.

579 Hongkong, 14th April, 1877.

FOR COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE.

THE Eastern and Australian Mail Steam Company's Steamer "SOMERSET" will be despatched as above from Singapore on or about the 30th instant.

For Freight, apply to the Undersigned, who are prepared to grant through Bills of Lading.
GIBB, LIVINGSTON & Co., Agents.

577 Hongkong, 13th April, 1877.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "MALACCA" will leave for the above place shortly after the arrival of the Steamship *Zambesi* with the next English Mail.

ADAM LIND, Superintendent.

583 Hongkong, 16th April, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "ZAMBESI" will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND, Superintendent.

584 Hongkong, 16th April, 1877.

FOR SYDNEY AND MELBOURNE.

THE Steamship "OCEAN," Captain Jaques, will LOAD TEA at FOOCHOW for the above Ports at the OPENING of the COMING SEASON.

For Freight, apply to
JARDINE, MATHESON & Co., Agents.

507 Hongkong, 2nd April, 1877.

FOR LONDON.

THE A1 Clipper Ship "NYASSA," Garriock, Master, will have quick despatch as above.

For Freight, apply to
WM. PUSTAU & Co., Agents.

564 Hongkong, 11th April, 1877.

FOR MANILA (DIRECT).

THE Spanish Schooner "NUEVO CONSTANTE," Uriarte, Master, will have quick despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.

531 Hongkong, 5th April, 1877.

FOR LONDON.

THE British Ship "ANGLO SAXON," C. Harrington, Master, will load here and have immediate despatch.

For Freight, apply to
MEYER & Co.

tf 382 Hongkong, 10th March, 1877.

FOR NEW YORK.

THE A1 American Ship "MYSTIC BELL," Plumer, Master, will load here and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

388 Hongkong, 12th March, 1877.

Vessels on the Berth.

FOR SAN FRANCISCO.

THE A1 American Bark "ROSETTA McNEIL," Brown, Master, will load here and will have immediate despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

586 Hongkong, 16th April, 1877.

FOR SAN FRANCISCO.

THE Russian Bark "EURIK," Bergelund, Master, will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.

533 Hongkong, 6th April, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 19th April, 1877, at Noon, the Company's Steamship "*DJEMNAH*," Commandant CHAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 18th April, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, 11th April 1877.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain FRASER, will leave this on SATURDAY, the 21st April, at Noon.

For further Particulars, apply to
ADAM LIND, Superintendent.

Hongkong, 16th April, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S.S. *GAELIC* will be despatched for San Francisco, *vid* Yokohama, on TUESDAY, the 1st May, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, 3rd April, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, *vid* Yokohama, on TUESDAY, the 15th May, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, *vid* Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, *vid* the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 17th, 1877.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ANGLO SAXON, British ship, Harrington.—Vogel, Hagedorn & Co.
ARABELLA, British bark, Pearson.—Order.
BUA PAU, Siamese ship, Möller.—Kien-tye-loong.
EVENING STAR, British bark, Ashburn.—Arnhold, Karberg & Co.
FOOCHOW, Siamese brig, Hochrenter.—Chinese.
GLENGAIRN, British ship, Finister.—Landstein & Co.
HAVILAH, British bark, Garthy.—Arnhold, Karberg & Co.
HUMBOLDT, German bark, Stoll.—Ed. Schellhass & Co.
JUAN, British steamer, Slack.—Wm. Pustau & Co.
KRUNG THEP, Siamese bark, Dubressen.—Siemssen & Co.
LEUCADIA, British ship, Mearns.—Arnhold, Karberg & Co.
MARQUIS OF ARGYLE, British bark, McKeon.—Rozario & Co.
MARY WHITRIDGE, American ship, Cutler.—Russell & Co.
NORSEMANN, Siamese ship, Tarek.—Tuck Mee & Co.
RURIK, Russian bark, Bergelund.—Order.
THINGVALLA, Danish steamer, Molson.—Meyer & Co.
THOMAS LORD, American ship, Hall.—Arnhold, Karberg & Co.
UZZIAH, British 3-m. schooner, Harndon.—Wieler & Co.
VENICE, British steamer, Rhode.—Jardine, Matheson & Co.
WASHI, British steamer, Hunter.—Landstein & Co.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1876. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, February, 1877.

Post-Office Notifications.

A mail will close

For Yokohama.—Per *Tanais*, to-morrow, the 20th instant, at 11.30 A.M.

For Shanghai.—Per *Yangtsze*, to-morrow, the 20th instant, at 3.30 P.M.

For Shanghai.—Per *Sindh*, on Saturday, the 21st instant, at 9 A.M. Late letters received from 9.10 to 9.30 A.M.

For Manila.—Per *Esmeralda*, on Saturday, the 21st instant, at 1.30 P.M.

For Bangkok.—Per *Danube*, on Wednesday, the 25th instant, at 5 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *DJEMNAH* will be despatched from Hongkong on THURSDAY, the 19th April, with Mails to and through the United Kingdom and Europe, *vid* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 18th instant,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 19th instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *GEELONG* will be despatched with the Mails for Europe, &c., on SATURDAY, the 21st instant.

The following will be the hours of closing the Mails, &c.:—

FRIDAY, 20th instant,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.

SATURDAY, 21st instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, till
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *vid Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 A.M., when the Mail is finally closed.

MAILS BY THE TORRES STRAITS PACKET.

The Contract Packet *GEELONG* will be despatched from Hongkong on SATURDAY, the 21st instant, with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be registered after 10 A.M.

The Mails will be closed at 10 A.M. Late letters 10.15 to 11 A.M.

Correspondence for New Zealand must be specially directed *vid* Torres Straits, or it will be sent *vid* Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it *vid* Galle.

MAILS BY THE UNITED STATES PACKET.

The United States' Mail Packet *GAELIC* will be despatched on TUESDAY, the 1st May, with Mails for Japan, San Francisco, the United States, and London, which will be CLOSED as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.
2.30 P.M. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:—

LETTERS. Per Half Ounce.	Hongkong Stamps. Cents.	U.S. Stamps. Cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence	12	3
Aspinwall, Bermuda, Cuba, Fiji, *Greenland, Jamaica, Panama*	12	5
Hawaii, *New Foundland*	12	6
Guatemala, *Marquesas Is.*, Mexico, Salvador, *Tahiti*	12	10
Belize, Bogota, Carthagena, Costa Rica, Curaçoa, Greytown, Guiana, Honduras, Martinique, New Granada, Nicaragua, Santa Martha, Turk's Island, Venezuela, West Indies	12	13
Bolivia, Chili, Ecuador, Peru	12	17
Brazil	12	21
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay	12	27
BOOKS & PAPERS.		
Circulars, &c., for Canada, per 1 oz.	2	1
Newspapers for all other places (not over 4 oz.) each Paper	2	4
Books, &c., for all other places, per 4 oz.	8	10

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained and sold.

REGISTRATION TO BANGKOK.

Her Britannic Majesty's Consul for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a Chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

SOLDIERS' AND SAILORS' LETTERS.

Privates in H.M. Army or Navy, Non-commissioned Officers (but not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter), Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom *vid* Marseilles by French Packet, or *vid* Southampton by British Packet, for one penny; or *vid* Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1.—Not to exceed half an ounce. No double letters are allowed.

2.—If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3.—If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

Extracts.

THE CROWNLESS CHIEF.

Time stood hand-fast with that immortal maid
Who blows the blast of praise in all men's eyes;
And thus, in tones of grave rebuke, he said,
"O Fame, thou art not wise.

"To keep alive disastrous names of kings,
Fed with the lives of men and women's tears—
Tyrants who fill these [illegible] things
Through all their cruel years."

"Turn back some thousand pages, Time, and see.
Full many a name that needs not thy rebuke:
Here is the Conqueror's, from Normandy,
William, the mighty Duke."

"A stern usurper! guiding Fortune's flood
To selfish ends with his hard iron hands,
Not caring though its crimson waves of blood
Rolled over ruined lands."

"See, then, these brighter letters, how they shine!
The Lion-hearted King who in earth lies!
Met Paynim hosts on fields of Palestine,
And fought for Holy Cross."

"Deserter from his duties! France's tool!
In insect quarrel dying at the end."
"King Robert Bruce!" "He only fought to rule;
Wallace was Freedom's friend."

"Here is great Cromwell's name!" "Nay, turn the leaf."
"Sweden's brave Charles!" "A splendid madman gone."
"Behold, the peerless emperor and chief,
Mighty Napoleon!"

"And yet implacable I saw him stand
[illegible]
[illegible]
Bound by his enemy."

"O foolish Fame! thy clarion's silver tones
[illegible]
Bid iron rain for them, 'mid shrieks and moans,
And roaring cannon speak."

"Tarry one moment, Time," said eager Fame,
"And I will turn for thee my whitest leaf;
Nor fear the golden signs that spell his name,
My splendid, crownless chief!

"Whose soul was like a flower sweet from the root,
Whose unbought sword no tyranny could stand,
[illegible]
Of every race and land!"

"Wise Fame, I am content: forget the rest;
Keep green the memory of my noblest son;
For Earth shall [illegible] of Freedom's sign this best—
The name, George Washington!"

"And long the flower of flags that he unfurl'd,
When crowned Tyranny lies cold and dead,
Lift o'er a happy and a peaceful world
Its white and blue and red!"

—*Harper's Weekly.*

HUMOURS OF ACTRESSES.

The humours of actresses are a distinctive feature of modern times, for the best of all possible reasons—that their existence only dates from the seventeenth century. In the early part of the reign of Charles II. the female parts were still played by men. The King was once at the play, and, getting impatient at the unusual delay in the commencement of the piece, his majesty sent for the manager and demanded the reason of the delay. "The fact was that the queen was not yet shaved." Another prince, John II. of Sweden, seems to have had the fault of taking things dramatic too seriously. But, then, so did the actors. A passion-play was being represented before the Court of Sweden, and the centurion, carried away by excess of zeal, was not content to touch the Christ on the cross with his lance, but inflicted a real wound which killed him on the spot. The cross with the actors on it fell down and crushed the actress who played the part of Mary. John II., furious at the brutality of the centurion, sprang on to the stage and struck off the man's head with a single pass of his sword. The spectators in their turn lost patience with the king, and, rushing on him, beheaded his majesty. The drama, like everything else, was then in the hands of the clergy, and considered highly moral. But one which is derived from the "Chronique Suedoise"—*sarant garantum*. The following are a few veracious anecdotes of the English stage. For one, which, if not true, is well invented, Mdme. de Lirandin may be held responsible. Garrick, while taking his walks abroad, met a seedy-looking man who hailed him as "My dear colleague." "Pardon, my dear sir," answers Garrick. "I think I have scarcely the honour of your acquaintance." "And yet we have often played together." "Indeed! In what piece? what is your part?" "I used to be the cock in Hamlet."

A SCENE AT AN EGYPTIAN RAILROAD STATION.

While you sentimentalize, perhaps, watching the strange medley of men and manners from the carriage window, or observing the incongruity of a puffing steam-engine with the sandy desert, the domed mosques, the lofty palms and the solemn camels, you see a sudden commotion. It divides, a sinuous motion of the crowd on the platform. Is it some great Pasha, you ask, on a kicking horse or a funeral? But you forget for a moment that you are in the East. It is a dervish.

First you see a lofty standard, about as high again as the regimental colors but otherwise very like them. It is borne by a tall, mild-looking negro, who is also laden with a gourd, a brass pannikin, a pipe, and various other articles for personal use. While you wonder what or who he is, he stops, and a kind of ring is formed by the crowd. Into the open space steps the dervish. He is undersized, like most great men; but his mien is majestic. His complexion is quite white, of which you can easily judge, for he wears no clothes to speak of except that round his naked shoulders and chest is coiled a heaving chain, supplemented by half a dozen rings of solid iron.

His hair, black and curly, hangs half-way down his back, but rises nobly from his magnificent forehead. His beard, like John the Baptist's, has evidently never been touched by a razor, but flows, well combed, over his heaving breast. He stops, looks down, then up to heaven. There is a shudder among the silent crowd. Then he outspreads his arms, and begins to speak in a deep, solemn voice, and in measured phrases which to your ears sound like verse. As he waves his arms you see that he has but one hand. The other has offended him, and he has cut it off; but he raises the stump to heaven in protest against the doings of this generation; and you think you see one of the old Hebrew prophets as he speaks, and a thrill runs through you also. The scene is deeply impressive. The crowd reply to his eloquence by a groan, and then take a step or two forward.

His gait is perhaps too much of a strut to satisfy a critical eye, and there is an expression of cunning in his face which mars his magnificent features. But at the moment you do not perceive this. He walks up and down, gesticulating, but with dignity. As he strides along he seems to perceive no one in his path, and all make way for him. You hope he will not walk up to your carriage. An official, duly decorated with the shepherd's plaid, comes out to him, but approaches him respectfully. He endeavors to reason with him, to draw him aside, to expostulate. Evidently he would be more at home in a neighbouring mosque. His costume is not suitable to the railway station. There are Europeans in the train, perhaps ladies. But, no, the prophet cares for none of these things. He turns round and lifts up the voice of his testimony against the official, and, so to speak, withers him up. He retires discomfited; but another comes out, greater than himself. The gymnosophist is at last persuaded. He turns, shakes the dust of the platform from his unshod soles, and passes out of the gate. There is a general move forward, and then the bustle breaks out again till the train starts.

As the train draws to a station you ask the guard what it was all about. This is answer you wish you had refrained. The dervish, he tells you, had demanded a free passage by rail to the next village, and the station master had refused it. That was all.—*Saturday Review.*

THE DOCTOR'S WIFE.

It is nearly two years ago since my husband was called on one evening to visit a patient several miles away.

Our domestics had all gone to a "wake" in the vicinity, the one being a relative of one of our serving-women. Thus I was left alone.

But I felt no fear, for we never had heard of burglars or any sort of depredations in our quiet village, then consisting of a few scattering houses. The windows leading out on the piazza were open as now, but I secured blinds before my husband's departure and locked the outside doors, all except the front one, which I left for the Doctor to look after going out, so that if I should fall asleep before his return, he could enter without arousing me. I heard the Doctor's rapid footsteps on the gravel, quickened by the urgent tones of the messenger who awaited him; and after the sharp rattle of carriage-wheels had become but an echo, I seated myself by the parlour astral, and soon became absorbed in the book I had been reading before being disturbed by the summons. But after a time my interest succumbed to drowsiness, and I thought of retiring when the clock in the study struck twelve, so I determined to wait a few minutes more, feeling that he would be home now very soon. I closed my book, [illegible] my hair, and then returned to my seat to patiently wait and listen. Not the faintest sound disturbed the stillness of the night. Not a breath of air stirred the leaf. The silence was so profound that it became oppressive. I longed for the sharp click of the gate-latch and the well-known step on the gravel walk. I did not dare to [illegible] myself by moving or singing, I was so oppressed with the deep stillness. The human mind is a strange torturer of itself. I began to conjure up vivid fancies about ghostly visitants, in the midst of which occurred to me the stories I had heard from superstitious people about the troubled spirits of those who had died suddenly, like the man whom my servants had gone to "wake," who had been killed by an accident at the saw-mill. In the midst of these terrifying reflections I was startled by a stealthy footfall on the piazza. I listened between fear and hope. It might be the Doctor. But, no, he would not tread like that; the step was too soft and cautious for anything less wily than a cat. As I listened again, my eyes were fixed on the window-blind. I saw the slats move slowly and softly; and then the rays of the moon disclosed a thin, cadaverous face, and bright, glittering eyes, peering at me. O horror! who was it? or what was it? I felt the cold perspiration start at every pore. I seemed to be frozen to my chair. I could not move—I could not cry out; my tongue seemed glued to the roof of my mouth, while the deathly-white face pressed closer, and the great sunken eyes wandered in their gaze about the room. In a few moments the blind closed noiselessly as it had been opened, and the cautious footsteps came toward the door. "Merciful Heaven!" I cried, in a horror-stricken whisper, as I heard the key turn in the lock, "the Doctor, in his haste, must have forgotten to withdraw the key."

"God forgive me!" ejaculated Dr. Maynard, interrupting his wife, and looking far more excited than she. "I can never forgive myself for such a thoughtless act. Please proceed, my dear."

"I heard the front door open, the step in the hall, and helpless as a statue I sat riveted to my chair. The parlour door was open, and in it stood a tall, thin man, whom I never beheld before. He was dressed in a long loose robe,—a sort of gaberdine, and a black velvet skull-cap partially concealed a broad forehead, under which gleamed black eyes, bright as living coals, and placed so near together that their gaze was preternatural in its directness; heavy grizzled eyebrows hung over them like the tangled mane of a lion; the nose was sharp and prominent, and the chin was overgrown with hair, which hung down in locks as weird as the Ancient Mariner's. He politely doffed his cap, bowed, replaced it, and then said in a slightly foreign accent:—

"'Madame, it is not necessary for me to stand on any further ceremony, as your husband, Dr. Maynard (here-upon he bowed profoundly) has already acquainted you with the nature of my business here to-night. I perceive,' he added, glancing at my negligé robe, 'that you were expecting me.'

"'No,' I found voice to stammer. 'The Doctor has said nothing to me about a visitor at this hour of the night.'

"'Ah! he wished to spare you, no doubt, a disagreeable apprehension,' he returned, advancing, and taking a seat on the sofa opposite me, where for a few moments he sat and eyed me from head to foot with a strange glittering light in his eyes that mysteriously impressed me. 'You have a remarkably fine physique, madame,' he observed, quietly; 'one that might deceive the eye of the most skilled and practical physician. Do you suffer much pain?'

"Unable to speak, I shook my head. A terrible suspicion was creeping over me. I was alone, miles away from aid or rescue, with a madman.

"'Ah!' he continued, reflectively, 'your husband may have mistaken a tumor for a cancer. Allow me to feel your pulse,' he said, rising and bending over me.

"I thought it best to humour him, remembering it was unwise for a helpless woman to oppose the as yet harmless freak of a lunatic. He took out his watch, shook his head gravely, laid my hand down gently, then went toward the study, where, on the table, was an open case of surgical instruments.

"'Do not be alarmed, Madame,' he said to me as I was about to rise and flee, and in another instant he was by my side, with the case in his possession.

"Involuntarily I raised my hand and cried—

"'Spare me! Oh, spare me, I beseech you.'

"'Madame,' he said sternly, clasping my wrist with his long sinewy fingers, with a grip of steel, 'you behave like a child. I have recived a letter from the Emperor of the French stating that he is suffering from an iliac abscess, and is desirious of my attendance. I must start for Europe immediately after performing the operation upon your breast;' and, before I could make the slightest resistance, he had me in his arms, and was carrying me into the study, where there was a long table with a green baize. On this he laid me, and holding me down with one hand with the strength of a maniac, he brought forth from some hidden recess in his gown several long leather straps, with which he secured me to the table with the skill of an expert. It was but the work of a moment to unloose my robe and bare my bosom. Then, after carefully examining my breast, he said:

"'Madame, your husband has made a mistake. I find no necessity for my intended operation.'

"At this I gave a long-drawn sigh of relief, and prepared to rise.

"'But,' he continued, 'I have made the discovery that your heart is as large as that of an ox! I will remove it so that you may see for yourself, reduce it to its natural size by a curious process of my own, unknown to medical science, and of which I am the sole discoverer, and then replace it again.'

"He then began to examine the edge of his cruel knife, on which I closed my eyes, while every nerve was in preceptable tremor.

"'The mechanism of the heart is like a watch,' he resumed; 'if it goes too fast, the great blood-vessel that supplies the force must be stopped like the lever of a watch, and the works must be cleaned, and repaired, and regulated. It may interest you to know that I was present at the post-mortem examination held over the remains of the beautiful Louise of Prussia. Had I been consulted before her death I would have saved her life by taking out her heart, and removing the polypi, between which it was wedged like as if in a vice; but I was called too late. The King and I had a little difference; he was German, I am French. I trust that is a sufficient explanation.'

"He now bent over me, his long white beard brushing my face. I raised my eyes beseechingly, trying to think of some way to save myself. 'O sir, give me an anæsthetic, that I may not feel the pain!' I pleaded.

"'Indeed, indeed, Madame, I would comply with your wish were you not the wife of a physician—of a skilful surgeon. I wish you to note with what ease I perform this difficult operation, so that you may tell your husband of the great savant whose services he secured, fortunately in season.'

"As he said this he made a final test of the knife on his thumb. How precious were the moments now! They were fleeing all too fast, and yet an eternity seemed compressed in every one. I never fainted in my life, and I never felt less like swooning than now, as I summoned all my presence of mind to delay the fearful moment, fervently praying in the meantime for my husband's return.

"'Doctor,' said I, with assumed composure, 'I have the utmost confidence in your skill—I would not trust my life to another; but, Doctor, you have forgotten to bring a napkin to staunch the blood. If you will have the goodness to ascend to my sleeping chamber, at the right of the hall, you will find everything you need for that purpose in the bureau.'

"'Ah, Madame,' he said, shaking his head sagaciously, 'I never draw blood during a surgical operation; that is another of my secrets unknown to the faculty.'

"Then placing his hand on my bosom he added with horrible espièglerie,

"'I'll scarcely mar that whiter skin than snow, and smooth as monumental alabaster.'

"'O, God!' I cried, as I felt the cold steel touch my breast; but with the same breath came deliverance.

"Quick as thought a heavy woollen piano-cover was thrown over the head and person of the madman, and bound tightly around him. As quickly was I released, and the thongs that bound me soon held the maniac.

"My husband held me in his arms. He had noiselessly approached, and, taking in the horror of my situation at a glance, had, by the only means at hand, secured the madman, who was the very patient he had been summoned to attend, but who escaped the vigilance of his keeper soon after the departure of the messenger, who had now returned with the Doctor in pursuit of him. As the poor wretch was being hurried away, he turned to me and said: 'Madame, this is a plot to rob me of my reputation. Your husband is envious of my great skill as a surgeon. Adieu!' I afterwards learned that the man was once an eminent surgeon in Europe, but much learning had made him mad. When he bound me to that table my hair was as black as a raven; when I left it, it was as you see it now—white as full-blown cotton."—*Liverpool Albion.*

LOVE IN THE FROZEN REGIONS.

A Greenlander having fixed his affections upon some female, acquaints his parents with his state of heart. They apply to the parents of the girl, and if the parties thus far are agreed, the next proceeding is to appoint two female negotiators whose duty it is to broach the subject to the young lady. This is a matter of great tact and delicacy. The lady ambassadors do not shock the young lady to whom they are sent by any sudden abrupt avowal of the awful subject of their mission. Instead of doing this, they launch out in praises of the gentleman who seeks her hand. They speak of the splendour of his house, the sumptuousness of his furniture, of his courage and skill in catching seals, and other accomplishments. The lady pretending to be affronted even at these remote hints, runs away, tearing the ringlets of her hair as she retires, while the ambassadresses, having got the consent of her parents, pursue her, take her by force to the house of her destined husband, and there leave her in her disconsolate state of mind to her own imaginations. Compelled to remain there, she sits for days with dishevelled hair, silent and dejected, refusing every kind of sustenance, till at last, if kind entreaties do not prevail, she is compelled by force, and even by blows, to submit to the detested union. In some cases Greenland women faint at the proposal of marriage, in others they fly to the mountains and only return when compelled to do so by hunger and cold. If one cuts off her hair it is a sign she is determined to resist to the death. The Greenland wife is the slave of her husband, doomed to a life of toil, drudgery, and privation, and if he die, she and her children have no resource against starvation. The married state is a miserable condition, while widowhood is a still more appalling fate.

THE ARCTIC NIGHT.

There is perhaps a very general misunderstanding that the Arctic night is night only in name; that a perpetual twilight reigns; that the reflection of the snow illumines distant objects; that the moon is always at the full; and that the flashes of the Aurora, the merry dancers of the North, are always brilliant. We are not exaggerating when we say that we have, at one time or another, heard each of these propositions, and especially the fragment of a lunar theory, seriously maintained by men who would be generally spoken of as "well informed." It is well, therefore, to say that they are, each and every one of them, misstatements and misconceptions based on absolute error. That in the lower latitudes within the Arctic Circle the twilight at noon is very perceptible; that the moon, when full, shines through the clear air with great brilliance; that the Aurora occasionally gleams with splendour and beauty; and that what little light there is is intensified by the white lustre of the snow, are points to be readily admitted, but do not alter the great law of nature to which Arctic travellers have to submit. The Arctic night is, practically speaking, as dark as any other night, and the experience of the officers of the *Tegetthoff* affords us some homely measures of its intensity. In the beginning of November, in clear weather, day was still distinguishable from night, but the darkness, even at noon, was so great, that mists could not be seen, but felt only. On one occasion, Sumbu was mistaken for a fox, and narrowly escaped being shot. A few weeks later, and even this faint distinction between day and night had disappeared. Occasionally, with full moon and very clear weather, a faint twilight was perceptible at noon, but generally there was no difference between the light of midday and of midnight. The heavens were usually overcast, and the light of the Aurora, during the few minutes of its greatest intensity, seldom exceeded that of the moon in its first quarter. Christmas and the New Year were celebrated with an attempt at German conviviality, in which the dogs took their part. Jubinal, a Siberian dog of great size and strength, found his way into one of the cabins, and refused to quit till he had finished a heap of maccaroni. Sumbu, who, being of a close and saving disposition, had accumulated a private hoard in a depôt of his own, got very drunk on the sailors' rum, and his companions, taking advantage of his helpless condition, devoured his stores without scruple. It was thus, then, that through the darkness of one hundred and eleven days—from October 28th to February 16th—in ever-recurring danger and ceaseless dread, fast locked in the ice, they drifted to the north.—*Edinburgh Review.*

HONGKONG MARKETS.

As Reported by Chinese on the 18th April, 1877.

COTTON GOODS.

American Sheetings, 15 lbs.	per piece	$2.50 a 2.80
American Drills, 30 yards	,,	2.75 a 2.80
,, 40 ,,	,,	2.80 a 3.00
Cotton Yarn, No. 16 a 24	per 400 lbs.	88.00 a 101.00
,, 28 a 32	,,	100.00 a 115.00
,, 38 a 42	,,	112.00 a 124.00
,, Bombay		76.00 a 78.00
Chintz	per piece	$1.70 a 1.75
Dyed Spotted Shirtings	,,	3.65 a 3.90
,, Brocades Do.	,,	3.75 a 3.90
Damask Do.	,,	5.80 a 5.90
English Drills 30 yards	,,	2.10 a 2.15
,, 14 lbs.	,,	2.50 a 2.00
,, 15 lbs.	,,	2.70 a 2.80
Grey Shirtings, 7 lbs.	,,	1.50 a 1.65
,, 8 lbs.	,,	1.70 a 1.75
,, 8½ lbs.	,,	1.90 a 2.45
,, 9 lbs.	,,	2.70 a 2.75
,, 10 lbs.	,,	3.15 a 3.25
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	,,	1.30 a 1.43
,, 24 ,, & 32 in. 7 lbs.	,,	1.45 a 1.90
,, 24 ,, & 36 in. 8 lbs. XO	,,	2.05 a 2.10
,, 24 ,, & 36 in. 8 lbs. QL	,,	2.10 a 2.15
,, 24 ,, & 36 in. 8 lbs. XX	,,	2.55 a 2.80
Handkerchiefs, Blue	per doz.	0.60 a 0.70
,, Brown	,,	0.64 a 0.65
,, Red	,,	0.77 a 0.80
,, Light Red	,,	0.77 a 0.78
Jeans, 30 yards	,,	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
,, Figured, 24 ,,	,,	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a 2.25
,, 3 lbs.	,,	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.18 a 0.19
,, Gentian, 22 ,,	,,	0.21 a 0.22
Velveteens, Black	,,	0.22 a 0.23
,, Gentian	,,	0.28 a 0.29
White Shirtings, 64 a 60 reed	per piece	1.95 a 2.10
,, 64 a 66 ,,	,,	2.30 a 2.15
,, 68 a 80 ,,	,,	2.60 a 3.15
,, 600 ,,	,,	3.50 a 3.65
,, 7,000 ,,	,,	3.50 a 3.55
,, AA	,,	1.70 a 1.7[illegible]
,, EF	,,	6.05 a 6.10
,, MH	,,	4.75 a 4.00
,, EI	,,	5.45 a 6.50
White Spotted Shirtings	,,	2.50 a 2.55
,, Brocades	,,	2.50 a 2.65

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.90
,, 8 lbs.	,,	3.00 a 3.05
,, 9 lbs.	,,	4.40 a 3.50
,, 10 lbs.	,,	5.20 a 5.30
,, 12 lbs.	,,	6.10 a 6.20
Camlets, SSS	per piece	16.00 a 16.50
,, SS	,,	17.50 a 18.00
,, S	,,	18.00 a 18.50
,, BBB	,,	19.00 a 19.50
,, AAA	,,	18.00 a 18.50
,, LLL	,,	16.00 a 16.50
Cloth, Broad	per yard	2.18 a 3.00
,, Medium	,,	1.03 a 1.80
Long Ells, MM Scarlet	per piece	8.70 a 8.80
,, ,, Assorted	,,	8.80 a 8.90
,, HH Scarlet	,,	9.00 a 9.05
,, ,, Assorted	,,	8.00 a 8.70
,, H Scarlet	,,	8.70 a 8.80
,, ,, Assorted	,,	8.75 a 8.80
Lustres, Figure	,,	5.05 a 5.10
Lasting, DD	,,	14.50 a 15.00
Orleans, Plain	,,	6.00 a 6.30
Spanish Stripes	per yard	0.77 a 0.88

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
,, Hoop	,,	3.50 a 3.55
,, Bar	,,	2.60 a 2.75
,, Wire	,,	6.45 a 6.50
Lead	,,	7.80 a 8.25
Pigs, W.B.	,,	7.50 a 7.80
,, Lead, LB	,,	7.90 a 8.10
Quicksilver, English	,,	63.00 a —
,, American	,,	63.50 a —
Steel, English	per tub	3.90 a 4.10
,, Swedish	,,	5.20 a 5.40
Sheathing Metal	per picul	24.00 a 26.00
Spelter	,,	8.20 a 8.25
Tin, Malacca	per picul	20.00 a 20.50
,, Plates	per box	5.77 a 5.85

PRODUCE.

Almonds	per picul	24.50 a 25.00
Alum, 1st quality	,,	1.70 a 1.85
,, 2nd ,,	,,	1.45 a 1.60
Bark, Siam	,,	0.83 a 1.10
,, Camphor	,,	15.20 a 15.40
Beche de Mer	,,	30.00 a 55.00
Bees Wax, Japan, White	,,	11.00 a 11.50
,, ,, Yellow	,,	47.00 a 48.00
,, Hankow, White	,,	55.40 a 55.50
Birds' Nests, 1st quality	per pcl.	$3,200 a 4,000
,, 2nd ,,	,,	650 a 800
,, 3rd ,,	,,	170 a 260
Brimstone	,,	3.05 a 3.20
Buffalo's Hide, Manila	,,	7.40 a 15.50
Camphor, packed	,,	15.80 a 16.50
,, Baroos, clean	,,	4,800 a 5,000
,, Refuse	,,	2,800 a 3,200
Cardamons, Superior	,,	145.00 a 150.00
,, Inferior	,,	18.50 a 19.00
Cloves	,,	29.00 a 31.00
Coals, Afloat	per ton	
,, English steam	,,	9.50 a 10.50
,, Sydney	,,	9.20 a —
Coffee	per picul	23.20 a 24.50
Copper Sheathing, Japan	,,	25.00 a 26.00
,, Rod	,,	24.50 a 25.00
,, Nails	,,	23.50 a 23.80
Cotton, Shanghai	,,	15.40 a 16.[illegible]0
,, Bombay	,,	17.00 a 16.50
,, Shantung	,,	16.20 a 16.00
,, Ningpo	,,	16.60 a 16.00
,, Tientsin	,,	15.00 a 16.50
,, Tungchow	,,	15.80 a 16.00
,, Calcutta	,,	13.50 a 14.00
Cotton Seeds, Saigon	,,	5.20 a 5.30
,, Siam	,,	4.70 a 4.80
Cow's Hide	,,	7.45 a 7.50
Cuttlefish, Japan	,,	24.00 a 25.00
,, ,, without bones	,,	13.00 a 14.50
,, Chauchow	,,	27.80 a 28.50
Cutch	,,	5.80 a 6.10
Dates, Black	,,	Tls. 3.8.5 a 3.9.0
,, Red	,,	Tls. 2.7.5 a 2.8.0
Dried Lily Flowers	,,	11.50 a 12.00
Elephant's Teeth, 4 a 5 pieces		250 a 300
,, 7 a 8 ,,		200 a 220
Flour, California, per sack of 50 lbs.		1.35 a 1.40
,, American per barrel of 100 lbs.		2.80 a 2.90
,, ,, ,, of 200 lbs.		6.10 a 6.2[illegible]
Fungus	,,	28.80 a 29.00
Flints	,,	0.60 a 0.65
Ginseng, American, 1st quality	,,	200.00 a 285.00
,, 2nd ,,	,,	160.00 a 210.00
Hams, Ordinary	,,	Tls. 13.0.0 a 14.5.0
,, Superior	,,	Tls. 21.5.0 a 21.6.0
Hemp, Hankow	,,	10.50 a 12.00
,, Siam	,,	10.40 a 11.00
Isinglass, Japan	,,	36.00 a 45.00
Melon Seeds, 1st quality	,,	5.50 a 5.60
,, 2nd ,,	,,	5.10 a 5.20
Mushrooms	,,	54.00 a 58.00
Mussels, Dry Siam large	,,	11.00 a 12.50
,, ,, middle	,,	7.50 a 7.80
Mussels, Dry Siam small	per picul	$6.10 a 6.20
Peas, White	,,	2.60 a 2.80
,, Green	,,	2.60 a 2.80
,, Black	,,	2.42 a 2.47
,, Yellow	,,	2.50 a 2.55
,, Green Beans	,,	2.40 a 2.45
Pearl Barley	,,	6.50 a 7.80
Potatoes Flour	,,	Tls. 1.5.0 a 1.7.5
Putchuck	,,	13.00 a 14.70
Rhinoceros Horn	,,	2,300 a 3,000
,, Mother	,,	2,000 a 2,400
Rice, Bengal, Cargo No. 1	,,	2.45 a 2.50
,, ,, 2	,,	2.20 a 2.25
,, Siam, white	,,	1.82 a 1.85
,, ,, mill cleaned	,,	1.69 a 1.71
,, Manila	,,	2.35 a 2.40
,, Singapore	,,	1.88 a 1.92
,, Saigon	,,	1.60 a 1.74
,, Arracan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
Saltpetre	,,	5.65 a 5.75
Seaweed, Green	,,	2.75 a 2.80
,, Cut	,,	3.85 a 3.95
Sesamum, White	,,	5.10 a 5.20
,, Black	,,	3.00 a 3.04
Sharkfin	,,	35.00 a 60.00
Shellfish, Japan	,,	27.00 a 30.00
,, California	,,	11.50 a 12.00
Stockfish	,,	5.00 a 6.50
Straits Produce, &c.,—		
Rattans, Straits	per picul	5.10 a 5.20
,, Banjar	,,	4.25 a 4.50
Pepper, White	,,	14.50 a 15.00
,, Black	,,	7.95 a 8.20
Betel Nut	,,	3.25 a 3.33
Sandal Wood, Malabar	,,	3.50 a 3.70
,, South Seas	,,	13.00 a 14.50
Sapan Wood, Manila	,,	1.80 a 2.00
,, Siam	,,	2.25 a 2.60
Sugar, Canton White, 1 a 3	,,	5.20 a 5.45
,, ,, Dark Brown	,,	4.70 a 5.00
,, West Coast, Dark Brown	,,	[illegible]
,, Manila, Dry White	,,	[illegible]
,, Candy	,,	8.95 a 9.05
,, ,, Foochow	,,	8.90 a 9.30
Vermicelli, Tientsin	,,	8.70 a 8.90
Walnuts	,,	5.25 a 5.30
Wheat, Tientsin	,,	1.60 a 1.65
,, California	,,	1.70 a 1.75
Wood Oil	,,	Tls. 5.9.5.0 a 6.0.5.0
Pea ,,	,,	5.6.0.0 a 5.6.5.0
Tea ,,	,,	$9.25 a 9.55
Window Glass	per box	3.30 a 3.40

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Anchises	Apr. 18	Butler	Brit. str	1304	Butterfield & Swire	
Cairnsmuir	Apr. 11	Spowart	Brit. str	1123	Holliday, Wise & Co	Saigon
Cyphrenes	Apr. 12	Wood	Brit. str	1289	Gibb, Livingston & Co	
Danube	Apr. 17	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Djemnah	Apr. 18	Champenois	Fren. str	2416	Messageries Maritimes	Saigon, &c.
Fame	—	S. opani	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Gadshill	Apr. 9	Ranton	Brit. str	1240	Jardine, Matheson & Co	
Ichang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Juan	Apr. 16	Slack	Brit. str	1019	Wm. Pustau & Co	
Killarney	Apr. 16	O'Neil	Brit. str	1060	Gibb, Livingston & Co	
Kinshan ‡	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang ‡	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Malacca	Apr. 10	Edmund	Brit. str	1041	P. & O. S. N. Co	Yokohama
Powan	—	A. Benning	Brit. str	1890	H.C. & M. Steamboat Co	
Sasda	Dec. 17	Petersen	Brit. str	37	P. & O. S. N. Co	
Sindh	Apr. 18	Lormier	Fren. str	1732	Messageries Maritimes	Shanghai
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	
Sunda	Apr. 19	Reeves	Brit. str	1205	P. & O. S. N. Co	Yokohama
Tanais	Apr. 16	Reynier	Fren. str	1758	Messageries Maritimes	Yokohama
Tartar	Apr. 9	Johnson	Brit. str	1468	Wm. Pustau & Co	Shanghai
Thingvalla	Apr. 15	Molsen	Dan. str	1577	Meyer & Co	
Venice	Apr. 16	Rhode	Brit. str	1271	Jardine, Matheson & Co	
Washi	Apr. 15	Hunter	Brit. str	265	Landstein & Co	Hoihow, &c.
White Cloud §	—	Hoyland	Brit. str	652	H.C. & M. Steamboat Co	
Yesso	Apr. 14	Purchard	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	—	D. Browne	Brit. str	810	Kwok Acheong	
Yottung	June 9		Brit. str	233	Kwok Acheong	

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
A. Russell	Apr. 18	Carver	Amr. bk	763	Arnhold, Karberg & Co	
Anglo Saxon	Mch. 1	Harrington	Brit. bk	691	Meyer & Co	London
Arabella	Apr. 16	Pearson	Brit. bk	665	Order	
Argonaut	Apr. 3	Anderson	Brit. sh	1072	Meyer & Co	
Bua Pau	Apr. 7	Moller	Siam. sh	575	Kien tye-loong	
Carmea	Apr. 6	Santawloma	Span. bk	200	Brandao & Co	
Oceran	—	Vincent	Amr. sch	230	Insurance Co	
Corinne	Apr. 9	Robertson	Brit. bk	395	Wieler & Co	
Diamond City	Apr. 14	Spreckelsen	Siam. bk	261	Chinese	
E. Adolphine	Apr. 16	Valot	Fren. bk	294	Carlowitz & Co	
Evening Star	Apr. 14	Ashburn	Brit. bk	371	Arnhold, Karberg & Co	
Foochow	Apr. 2	Hochbrenter	Siam. bg	300	Chinese	
Glengairn	Apr. 11	Finister	Brit. sh	895	Landstein & Co	
Ravilah	Apr. 5	J. Garthly	Brit. bk	472	Arnhold, Karberg & Co	
Humboldt	Apr. 8	Stoll	Ger. bk	359	Ed. Schellhass & Co	Philippines
Hydra	Mch. 27	F. Cest	Ger. bk	785	Siemssen & Co	
Krung Thep	Apr. 6	Dubrssen	Siam. bk	488	Siemssen & Co	
Leucadia	Apr. 12	Mearns	Brit. sh	896	Arnhold, Karberg & Co	
Mary Goodell	Apr. 4	Eames	Amr. sh	761	Arnhold, Karberg & Co	Manila
M. Whitridge	Apr. 16	Cutlo	Amr. sh	862	Russell & Co	
M. of Argyle	Mch. 28	McKeon	Brit. bk	500	Hop Kee	Batavia
M. Lebanon	Mch. 26	Hall	Brit. bk	530	Rozario & Co	Oregon
Mystic Bell	Feb. 27	Plumer	Amr. sh	755	Vogel, Hagedorn & Co	New York
N. Constante	Apr. 2	José Uriarte	Span. bk	204	Remedios & Co	Manila
Norseman	Mch. 28	H. Tarek	Siam. sh	711	Tack Mee & Co	
Nyassa	Apr. 7	Garriock	Brit. sh	799	Wm. Pustau & Co	London
Rosette McNeil	Mch. 25	Brown	Amr. bk	611	Vogel, Hagedorn & Co	S. Francisco
Rosina	Feb. 28	Hansen	Amr. sch	406	Arnhold, Karberg & Co	
Rurik	Mch. 25	Bergelund	Rus. bk	850	Vogel, Hagedorn & Co	S. Francisco
Teresa	Mch. 31	Cobada	Span. bk	251	Siemssen & Co	Manila
Thos. Lord	Apr. 12	Hall	Amr. sh	1315	Arnhold, Karberg & Co	
Uzziah	Mch. 27	Warnden	Brit. sch	219	Wieler & Co	Nicolajeski

RECEIVING VESSELS & HULKS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Chase	—	—	Pow. Mag	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

WHAMPOA.

SAILING VESSELS.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Carl	Apr. 1	Thomson	Ger. bg	215	Arnhold, Karberg & Co	
K'prindsessen	Mch. 14	Hansen	Dan. bk	343	Ed. Schellhass & Co	Tientsin

CANTON.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
An-lan ‡	—	Godsil	H.I.C.M. g-b.			
Ashuelot	—	G.H. Perkins	American g-b.			
Chen-jui ‡	—	E. F. Collins	H.I.C.M. g-b.			
Fei-hoo	—	Cocker	H.I.C.M. g-b.			
Fu-yew	Apr. 16	A. Croad	Chi. str	930	C. M. S. N. Co	
Kwong-on	—	Li-ping-tye	H.I.C.M. g-b.			
Shen-chi	—	Wade	H.I.C.M. g-b.			
Sai-tsing ‡	—	Stewart	H.I.C.M. g-b.			
Tsing-tsing ‡	—	Bessard	H.I.C.M. g-b.			
Yangtsze	Apr. 10	Schultze	Brit. str	783	Siemssen & Co	

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 10th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Spark ‡	—	G. Lefavour	Brit. str		H.C. & M. Steamboat Co	

Running between Canton and Macao.

SWATOW.

In port on 11th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Condor	Apr. 6	Steffens	Ger. bk	368	Dircks & Co	
Hammonia	Mch. 18	Weller	Ger. bk	390	Dircks & Co	
Norma	Mch. 26	Runge	Ger. bk	339	Dircks & Co	
Tekli	Mch. 21	Petersen	Ger. bk	350	Herton, Ebell & Co	

AMOY.

In port on 9th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Baltic	Mch. 31	Petersen	Ger. bk	317	Pasedag & Co	Bangkok
Catharina	Apr. 4	Clausen	Ger. sch	209	Order	
Hermann	Apr. 5	Laubkee	Ger. bg	209	H. A. Petersen & Co	
Jurgen	Mch. 28	Wendt	Ger. bg	259	H. A. Petersen & Co	Sourabaya
Kvik	Apr. 4	Wilkens	Brit. bg	187	Boyd & Co	
Peter	Mch. 28	Möller	Ger. bk	311	H. A. Petersen & Co	Taiwanfoo
Rebecca	Apr. 4	Thomson	Ger. bg	256	Pasedag & Co	Taiwanfoo

FOOCHOW.

In port on 8th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
J. Phillips	Mar. 26	Wilkinson	Brit. bk	514	Order	
J. Kremer	Mar. 28	Eggers	Ger. sch	280	Chinese	
K. Flickinger	Mch. 28	Gilman	Amr. sch	472	Chinese	Shanghai

SHANGHAI

In port on 11th April, 1877.

The names of the numerous steamers, tug small craft, and receiving hulks employed on the Yang-tsze are not included in the table.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Agate	Mch. 7	Brown	Amr. bk	626	Frazar & Co	
Aline	Feb. 27	Gubbert	Brit. bk	299	Russell & Co	
Cutty Sark	Mch. 8	Tiptaft	Brit. bk		Gibb, Livingston & Co	
Eliza Shaw	Mch. 29	Hall	Brit. sh	696	Shaw, Ripley & Co	
Hayda Brown	Mch. 1	Havener	Amr. bk	844	Russell & Co	
Hilda	Apr. 1	Daby	Brit. bk	3 6	Nils Moller	
J. McDonald	Apr. 7	Stoll	Brit. sch	275	Frazar & Co	
John Watson	Apr. 8	Storm	Brit. sch	208	Fearon, Low & Co	
Osburgha	July 26	Cook	Brit. bk	846	Heard & Co	
Pelham	Feb. 26	Acford	Brit. bg	254	Morris & Co	
Union	Apr. 1	Barry	Brit. bk	555	Boyd & Co	
Wollahra	Apr. 2	Barneson	Brit. bk	250	Fearon, Low & Co	

YOKOHAMA.

In port on 10th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
A. Lloyds	Mch. 28	Ames	Amr. bk	510	Walsh, Hall & Co	
Ca par	Mch. 27	Davies	Brit. bk	830	L. Kniffler & Co	
Caroline	Oct. 14	Miller	Dan. sch	55	Captain	
Laurel	Mch. 28	Johnson	Brit. bk	638	E. Abbott	
Mary Jane	Feb. 13	Brinkmeier	Amr. sch	159	E. C. Kirby & Co	
Punjaub	Mch. 31	Black	Brit. bk	832	L. Kniffler & Co	
Takasago Maru	Apr. 1	Young	Jap. sch	1025	M. B. Co	

MANILA.

In port on 5th April, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destinations.
Agnes Muir	Mch. 9		Brit. sh	854	T. Herman & Co	London
M. A. Wilson	Feb. 13		Brit. bk	397	Smith, Bell & Co	Cadiz
Nueva Lautaro	Jan. 18		Span. bk	433	Inchausti & Co	
Quickstep	Feb. 25		Amr. bk	836	Smith, Bell & Co	
Roodee			Brit. bk	1036	Inchausti & Co	
Valparaiso	Feb. 12		Ger. bk	405	C. Heinszen & Co	Channel
Vanadis	Feb. 2		Rus. sh	1073	Smith, Bell & Co	
V. de Rivadavia	Jan. 28	Camus	Span. bg	261	Order	

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Yokohama
Charybdis	steam corvette	17	400	Captain T. B. Smith	Hongkong
Curlew	double sc. gun vl.	3	160	Com. E. J. Church	Tientsin
Egeria	screw sloop	4	120	Com. A. L. Douglas	Nagasaki
Fly	double sc. gun vl	4	120	Com. John Bruce	Pakhoi
Frolic	double sc. gun vl	4	100	Com. A. E. Dupuis	Chinkiang
Growler	double sc. gun vl	4	120	Com. Chas. Willes	Singapore
Hart	double sc. gun vl	4	120	Com. Hon. H. N. Hood	Yokohama
Hornet	double sc. gun vl	4	120	Com. H. Hippisley	Amoy
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl	4	100	Com. Theobald	Shanghai
Lapwing	double sc. gun-vl	3	160	Com. Sir W. Wiseman	Nagasaki
Lily	screw sloop	3	95	Com. Cochrane (Bart)	En route to Nagasaki
Magpie	double sc. gun-vl.	—	—	Com. Anson	En route to H'kong
Meanee	military hospital	—	—	—	Hongkong
Midge	double sc. gun vl	4	120	Com. H. G. Salmond	En route to C'kiang
Modeste	steam corvette	14	350	Captain A. Buller	En route to H'kong
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	En route to H'kong
Mosquito	gun-boat	4	60	Lieut.-Com. Paul	Foochow
Nassau	surveying vessel	4	150	Com. E. H. Napier	Haitan Straits
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Hay	Shanghai
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Singapore
Sylvia	surveying vessel	3	150	Captain B. W. Bax	Surveying Nagasaki
Thistle	double sc. gun vl	4	120	Com. Pusey	Kobe
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Yokohama

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Chun-tung	Chin. gun-b.	—	—	—
Marquis de la Victoria	Span. trans.	1200	—	Don J. Barrejo
Patino	Span. trans.	1200	—	Don Juan Rapallo
Peng-chou-hai	Chinese g.-b.	600	—	— A. Fry
Tejo	Port. gun-b.	400	2	Lieut.-Commander Amaral

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lhin	—		Brit. str	69	Kwok Acheong	

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